

7 Ways To Win Slot Races - By Professional Drivers

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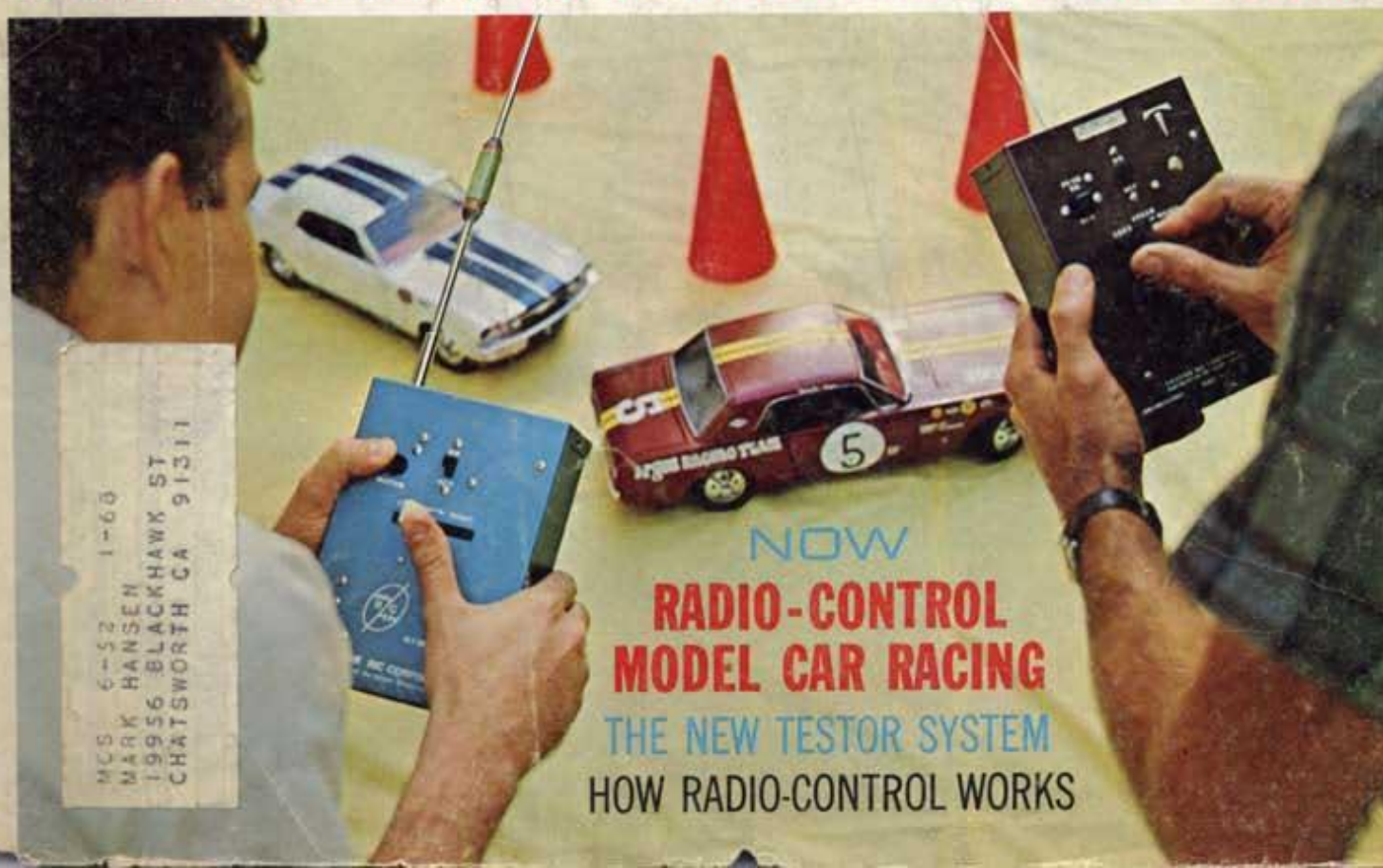
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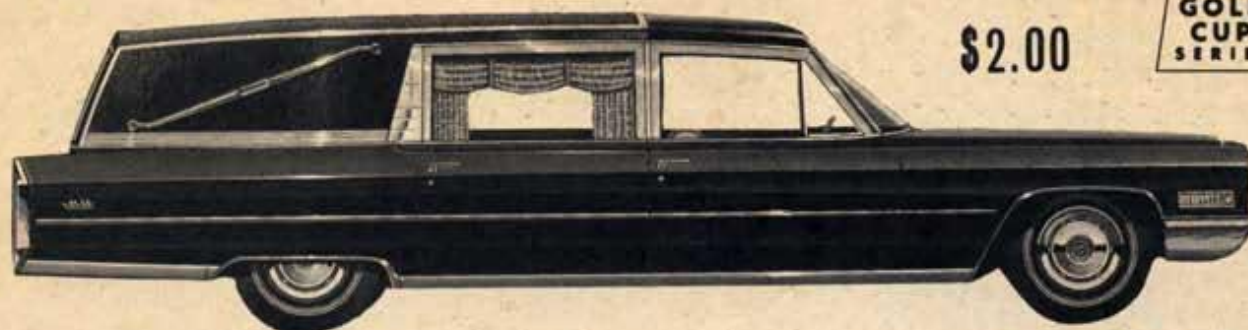
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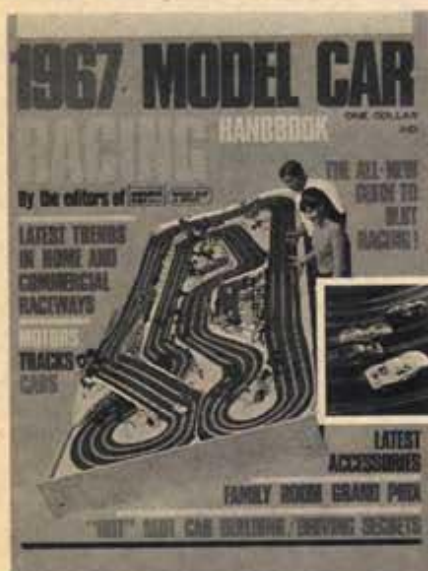
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Volume 5, Number 2, February, 1967



Jim Bambrick
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Chris Chan
Don Emmons
Bob Hoepfner
Raymond E. Hoy
George Siposs
EDITORIAL CONTRIBUTORS

Gunther Bahrs
GRAPHIC DESIGN

Anko Jansen
ART ASSOCIATE

Jim Miller
EDITORIAL DIRECTOR

Marvin Patchen
ADVERTISING DIRECTOR

George Elliott
ADVERTISING MANAGER

ADVERTISING

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CEdar 322-1916 Area Code 312

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Marvin Patchen
131 Barrington Place
Los Angeles, California 90049
EDgewood 2-0186 Area Code 213

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Don Werner
Gordon Behn
PUBLISHERS

D. L. Ruth
PRODUCTION DIRECTOR

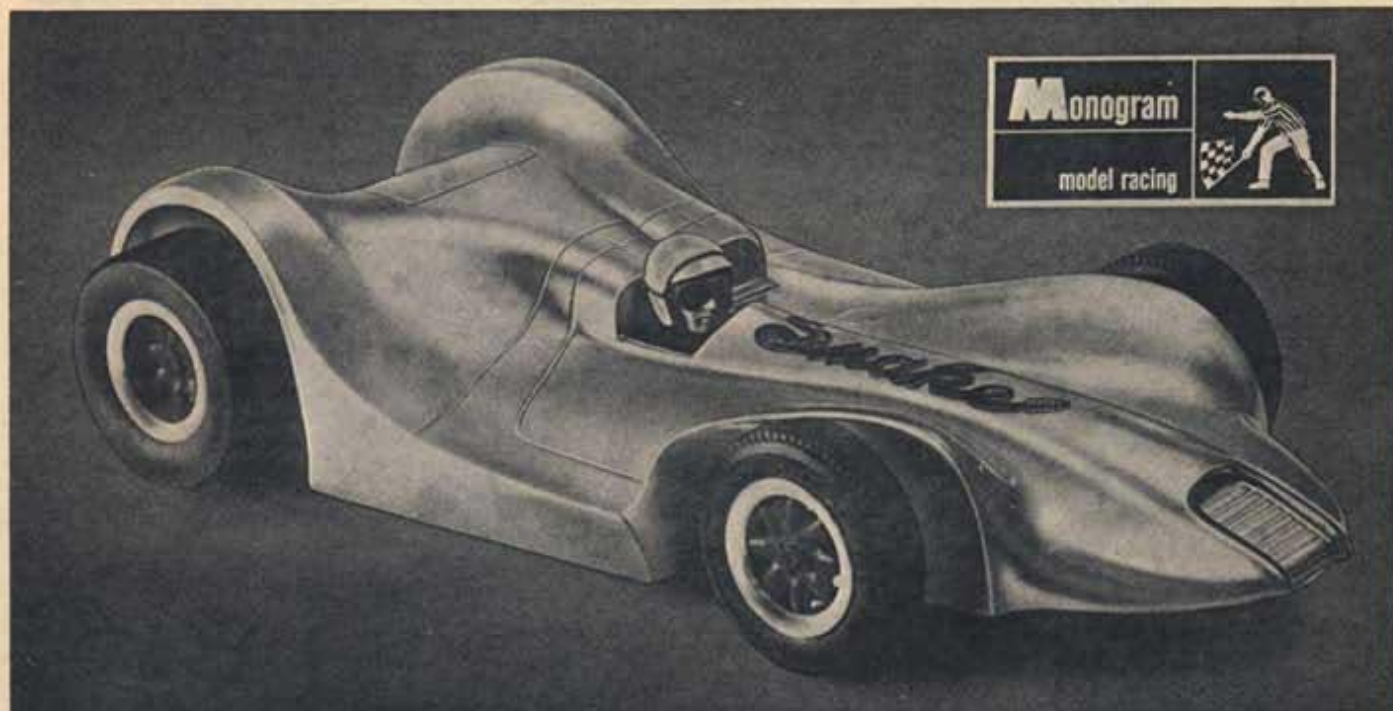
model car *Science*

ON THE COVER — In case you might not have heard, Radio Control is what's happening! It won't replace our near and ever dear world of the slots; it's just something else! And even the slot folks are at it. The Testor R/C Mustangs are stacked with detail and go where you send 'em ... without slots!

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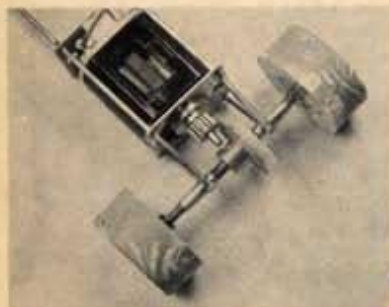
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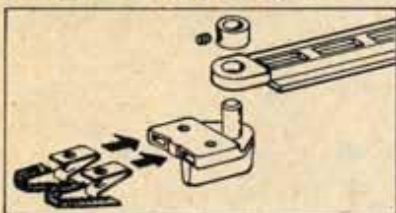
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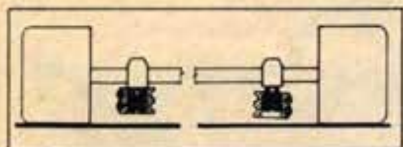
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MODEL MAIL***

A 1/87 SCALE SIZE QUANDARY

I have been trying to build a souped up car that would be 1/87 scale. Parts seem to be very hard to find, particularly rear tires. What kind of slicks would work best for a 1/87 scale drag car?

Dennis Cahill
New Orleans, La.

We can't understand why cars and parts should be so hard to find, Dennis. 1/87 scale is, after all, H.O., and usually these parts are pretty easy to come by. You can always try our mail order advertisers. They usually have what you need, in any scale! Try AJ's new HO scale wheels and slicks. They work just great for dragging or road racing, and will fit any H.O. car. You get a pair of Sil-I-Kone slicks, mounted on threaded wheels, a threaded axle (0-80) plus two jamb nuts, all for a paltry \$1.25! A real deal, and the added performance is simply to watch!

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Could you please give me the address of Catalina Engineers? I'd like to invest in one of their great looking vacuum-form machines.

Thanks for the info on the gas powered cars (George Siposs' latest brain child), and how about more of the same? Also, tell Speedy that he is magnifico!

Eddie Templeman
Dallas, Texas

Catalina Engineers is located at 598D Meyer Lane, Redondo Beach, Calif. Send 10¢ for their brochure on the Mini-Vac vacuum-form machine. George and Speedy thank you, Eddie, and they both promise to keep the good things coming!

WHAT TO BUY?

What kind of kit should I buy? I have seen guys drop \$14 and up, on a kit, and then it won't run properly, and sometimes not even as good as a cheaper kit! Is a ready to run car the only way to go? Also, my 65A seems to be down on speed. Could you please give me some help?

Byron Siegel
Kennewick, Wash.

We're asked the "what shall I buy" question very often, Byron, and simply can't answer it! It depends on too many things, like budget, experience, type of track you'll be using, etc. However, there are very few bad kits on the market, in 1/32 or 1/24 scale! That may sound like a pretty

strong statement, but in general it's true. If the kit is put together properly, it should handle fine, and the car should be pretty fast too, even with a stock motor. Very few fans seem to take the time to glue the tires to the wheels, for instance, and make sure they're sitting on there perfectly square. Gear clearance is sometimes way off, and a lot of fellas forget to lubricate their cars altogether!

Very few kits seem to operate well with the rear tires that come with the kit. Wider rear wheels and tires can be purchased at your local hobby shop. If I had to pick just one set of tires and wheels, it would be medium-wide aluminum wheels, with soft sponge rubber, bonded on. Many manufacturers make tires and wheels like these, and they work swell on the majority of tracks that you will use.

One other ridiculously simple modification will usually make your kit car handle. Place a plastic spacer between the guide shoe and the frame, so the shoe will set further down into the slot. A lot of times the slot barely has a "grip" on the blade, as it doesn't penetrate far enough in. Simple, but easily overlooked!

Properly set up, a kit car can be a real terror, and they offer a considerable savings over a ready-to-run.

Your Pittman 65A might just be tired. How about having it remagnetized? This type of motor loses its magnetism after awhile, with the result that considerable power is lost. Also, clean up that commutator and check to see if you have any brush "meat" left. It might be time for new ones.

BOOK FOR TRACK BUILDING

I would like to obtain some information on building a slot car raceway of four lanes or more. Where can I obtain this information?

R. H. Hairston
Prince Frederick, Md.

There are no books on the market, to the best of our knowledge, that tell how to build a commercial raceway. However, there are two books for the home builder, and the construction for four lane tracks is covered. These are "The Art Of Track Building" and "The Rayline Portfolio Of Track Designs," one dozen plans for two, three, and four lane tracks. These two books sell for \$4.00, plus 50¢ handling. Send to Rayline, P.O. Box 1738, Thousand Oaks, Calif. 91360. They're easy to understand, and very helpful.

THIS LAD LIKES SURE BETS!

I want to enter a dragster in your contest. It will be AA/FD class. The color will be metallic red. It has a fuel injected "409" mill. Will it win the 25 bucks?

Larry Snow
Pasadena, Tex.

Maybe, maybe not, Larry. We haven't seen the car yet. If it has been

Continued on Page 8

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Continued from Page 6

lovingly put together, and given a superior paint job, plus a dozen other little things, it just might make the grade. One way to find out — send a clear black and white photo of the car, with a description, to me, Jim Bambrick, Editor, *MODEL CAR SCIENCE*, 171 Barrington Place, West Los Angeles, California 90049. Being the sweet, wonderful, humble guy that I am, I'll give it a real close eyeballing. But it's up to you, lil' chum, if you win or not! Don't send color shots, guys, as we can't use 'em, and you'll just be wasting your hard earned bucks.

FROM STATIC TO SLOT

I just bought Revell's beautiful '41 Willys, and want to convert it to slot racing. What kind of frame, motor, etc., can I adapt to it for speed? I know it will be quite heavy. I also have a '49 Ford, by AMT, and I'd like to go the same route.

Sgt. George Bates

APO San Francisco 96557

Well Sarg, you have plenty of room under both cars to install just about any slot layout you want! I'd go to a sidewinder chassis, with a big Mabuchi, such as Dynamic's Green Hornet. They also make a sidewinder chassis for this motor, plus little goodies like a hinged front end. A swing pickup is a must, as this Green Hornet puts out a load of torque. You've really got a free hand, George, as there is no limit on the room you have at your disposal. Space is the usual problem. Let your imagination run wild!

PRETTY GROOVEY!

How can I cut the grooves for my 1/24 layout that I am building, without laying out the dough for a power router, or that hand unit that Strombecker has? I have everything except the cutter and blade. Can you just sell me the cutter?

Rodney Aldrich
Oxford, N.Y.

Sorry Rodney, we can't sell you anything. Many people send us orders, and it only delays them, since we have to forward them on to the manufacturers. It's a very time consuming process. Always try to buy from your local hobby dealer, or the mail order houses.

To answer your question, sorry again Rod. You're going to have to break down and buy something to cut that slot with, unless you have a very unusual looking set of teeth! It takes a 1/8" straight faced router bit, if you want to rent a router from your local tool rental shop. Routing time runs from a day to two days as a rule, and rental usually \$3 to \$5 a day. Incidentally, the track making kit works pretty good, although it's slower, of course. Make the slot 1/4" deep, by 1/8" wide.

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THE WORD from the PIT

By **SPEEDY GONZALES**
(Fastest Thumb in the West)

Cold weather and stay-at-home racing go together hand-in-hand. Of course, I'm talking about places East of California, at this time of the year. Out here we don't have that kind of jazz, and I'm just as happy, but back East it's a different story. It's a drag just bundling up and braving a few steps outside the door to go bowling, or something along those lines. But it takes no effort to pour a cup of coffee and wander off into the basement and flip the power on to your custom slot car track!

Ah yet, this is the life. The secret here is to use the telephone to call your friends and inform them that it's racing time. Let them brave the snow and sleet to make it on over to your pad. You're the sharpie who spent part of the summer building this jewel, while they were off swimming somewhere, so now it's their turn.

Yup, home racing is really coming on strong. Watch for new 1/32 scale wheel-tire combinations (glued, trued, etc.) soon, just like the bigger 1/24 versions. These should do wonders for 1/32 lap records. I'm not telling who's going to make 'em, you'll find out soon, so watch for them! Right now the choice of effective rear tires for this middle scale is really limited, with Cox having the edge.

Hey guys, looks like I really kicked over the nest of bees when I sounded off about some people's policy of buying their big items at the discount stores, instead of the hobby shops, where they should. The hobby shop owners love me (shucks), while some of the guilty cats who have been buying their goodies at the discount shops have written me neat letters telling me to drop dead in my sandals. To these admirers I merely shrug and offer my usual retort — May fungus grow in your crankcase."

The writers for this mag get a lot of requests to build cars and send them overseas, so the fans over there can see what an American machine can do. As much as we'd like to guys, it's nearly impossible. I mean, we'd be building cars

all the time! Hoy did do that, just recently, but he was pretty selective about who it went out to. He built a 1/32 and a 1/24 open sports racing machine, and fired them off to Ross McLennan, the President of Milluna Modelers Club, a South Australian outfit. No word yet as to how the cars are doing, but we'll keep you posted.

I burned my candle half way down last night, working over the latest goodie from Champion of "Jaw-jha" — that thundering medium Mabooch, the 507. Zuwicki, what a machine! This has been officially adopted by the Speedy Gonzales racing team (Joanie, 5'2", 110 lbs, Carol, 5', 100 lbs, Janie, 5'1", 102 lbs.) and they say they're the greatest! (And you thought old Speedy was nuts, HA!)

Anyway, this can was squeezed into a very competitive tube frame, and muscled under an outstanding (my greatest virtue is my humility) Lotus 40 body, and will soon appear in the pages of the greatest slot racing mag in the universe — **MODEL CAR GONZALES**.

Southern California now boasts a racing association that could be copied with success by hobby shops in other parts of the country. This is primarily a retail dealers' organization, but they also want to promote better understanding between manufacturers, distributors, dealers, and hobbyists. Many shops banded together and formed a "pro-circuit," and set up a racing schedule. Therefore, each member shop is assured of a night to host one of the races, with the resulting boost in sales, etc. Great! Seems to me that this could be the start of something . . . maybe little, maybe big, but at least something. Although it will no doubt be organized on a local level, I would make one suggestion — set the rules for your local organization to agree with the biggest national slot racing association — NAMRA, the North American Miniature Racing Association. Everyone keeps saying, "there's no national racing association." Sure there is! Wake up guys! Anyone who's interested write to NAMRA, P.O. Box 578, Times Square Station, New York City, N.Y. 10036. They've got a racing program for commercial shops, as well as home racing fans. You get a comprehensive rule book that takes the pain out of organizing any event! If this is for you, dues are as follows: Commercial track operators are charged \$2.00 per lane, and yearly dues for commercial members are \$25 a year. And it's worth every dime, because you'll get many happy repeat customers from this racing program! For the other fans, dues cost \$3.00 a year, if you're 17 or under and \$5.00 a year if you're 18 years or older. Look into it, for your own good.

Now if you'll excuse me, I hear my mother calling.

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MODELERS' QUESTION SESSION

By Don Emmons

Q. Would you please tell me which color of paint to use as an underbase for Pearl White. Thank you very much.

DAVE CALDWELL
Wyoming, Mich.

A. The base color for a Pearl paint job depends on the color you want the car to be. For White Pearl you should paint the car Flat White and then spray on Testors Pearl. If you would like to try a colored pearl job, say Pearl Yellow, you simply paint the car yellow, let it dry completely, and then spray on a coat of Pearl. This gives excellent results. But, don't put on too much pearl, or it will kill the base color and you will end up with a weird pearl that will not look realistic. Another painting tip you might find interesting is using a white pearl as a base coat for a candy paint job. This gives a bright candy and makes a very good base coat. Simply spray on a coat of white, then a coat or two of Testors Pearl. When this is dry, spray on the candy color and, man, you've got a real winner.

Q. In your January '65 magazine, page 41—Photo Contest, there is a picture of a Volkswagen bus by Paul A. Scott. Could you please tell me who makes this model as I would like to get one. You have a great mag.

ANDREW TAYLOR
Ridgefield, Conn.

A. I am afraid you are out of luck on the VW kit. It was made by Revell back in '58, and is all but extinct now. I do not know where you would find this one. In checking with Revell, I find even they do not know how you could get your hands on one of these little buses.

Q. I am going to buy a '67 Falcon and would like some tips on making it a groovy drag machine. I dig your magazine very much. Keep it going.

LAWRENCE CLAYTON
Vancouver, B.C.

A. The '67 Falcon kit is already set up for building a pretty wild drag car. However, I will include a few of my ideas that you might like to think about for your model. Set your car up with the tubular front axle and the big wheels and slicks on the rear. The

wheelwells will have to be enlarged to take the big tires at the rear. For power you could use the blower from the kit but replace the Webers with a Hilborn bug catcher unit. When cutting the hood, place the injector scoop on the hood and mark so you will have a little space around the injector. The bug catcher can be found in the many kits that are using this as an optional setup. Another engine that you could set into your Falcon is the wild SOHC 427. This is the engine that all the hot FoMoCo's are using at the drags now. This makes a sharp drag car and could be done with very little work. I suggest cutting the engine compartment inner fender wells and portion at front that holds the radiator. Leave the firewall there or if you want to move the engine back then you must remove this also. In so doing, you will have to make a new firewall and work over the front of the interior unit. The front bumper should be sprayed with Candy Base Silver to look like the fiberglass units used by most drag cars. Hope you can use some of these ideas for your groovy dragster.

Q. Could you please answer these questions in your magazines: Where can I get a Chrysler Hemi? Where can I get a Volkswagen hardtop other than the Pyro model? Where can I get a 1950-60 Cadillac hearse?

MIKE REIN
Miamiville, Ohio

A. The Chrysler Hemi engine is not a real problem since there are quite a few different kits with Chrysler engines in them. AMT has the Hemi in such kits as the Garlits dragster, '53 Studebaker, etc. MPC has one in the '66 Dodge Charger kit and Jo-Han's '66 Plymouth Fury has the 426.

I suggest that you pick up one of the new VW kits that Industro-Motive is bringing out soon. I have not seen one of these as yet, but hear it is going to be a good one.

I do not know of any company that makes the '50-60 Cad hearse you asked about. The nearest thing to this would be Jo-Han's Cadillac ambulance. You might be able to change it over to a hearse but it is a new one, not an older model as you requested.

Q. Please tell me where I can purchase sheets of plastic suitable for customizing model cars. I have looked everywhere for this type of material but am unable to find it.

JOHN SHINKLE
Sarasota, Fla.

A. Sheet styrene plastic is hard to find because very few hobby shops stock anything in this line of supplies for the model builder who wants to restyle or build something different. You can order it from Auto World, Box 961, Scranton, Pa. 18501. They have sheets of two different sizes; 6½ x 10 inches or 3¼ x 6½, and thicknesses of .040, .060, .080, and .100.

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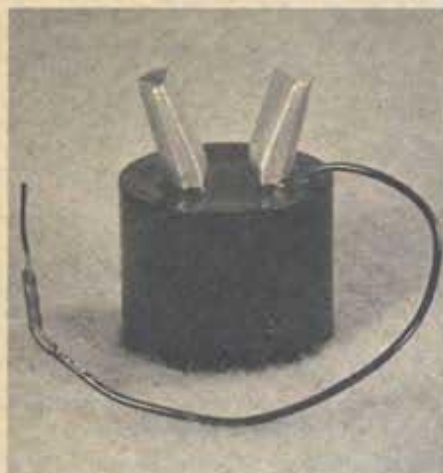
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Continued on Page 16

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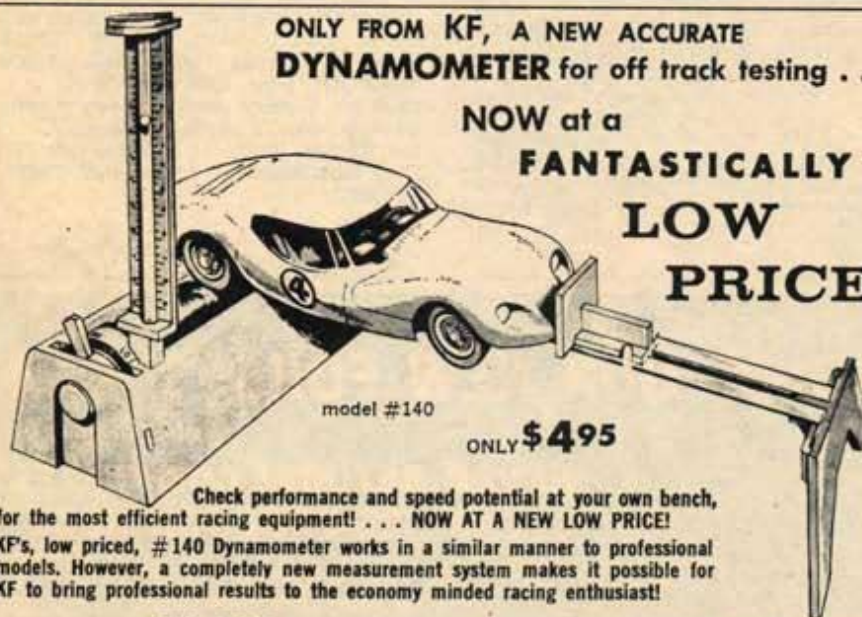
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Continued from Page 15

JIM HALL
AUTHORIZED 1:24 CH



Cox goes static model conscious, with a new line of car kits that are crammed with all the detail that made Cox famous. Two of the first are Jim Hall's road-runnin' Chaparral and the Bill Thomas Cheetah, featuring full cockpit detail, treaded racing tires, chromed carbs and injector tubes, decals, molded-in color; both can be converted for the slot scene.





"Little People" for more realism on the home-racing scene are new and really great . . . from Monogram. Four different sets are available, with spectators, drivers and pit crew. Come molded in off-white for easy painting. Details are very sharp. Were seen in January issue of MCS. For stores, write: Monogram Models, Dept MCS, 8601 Waukegan Rd., Morton Grove, Illinois.



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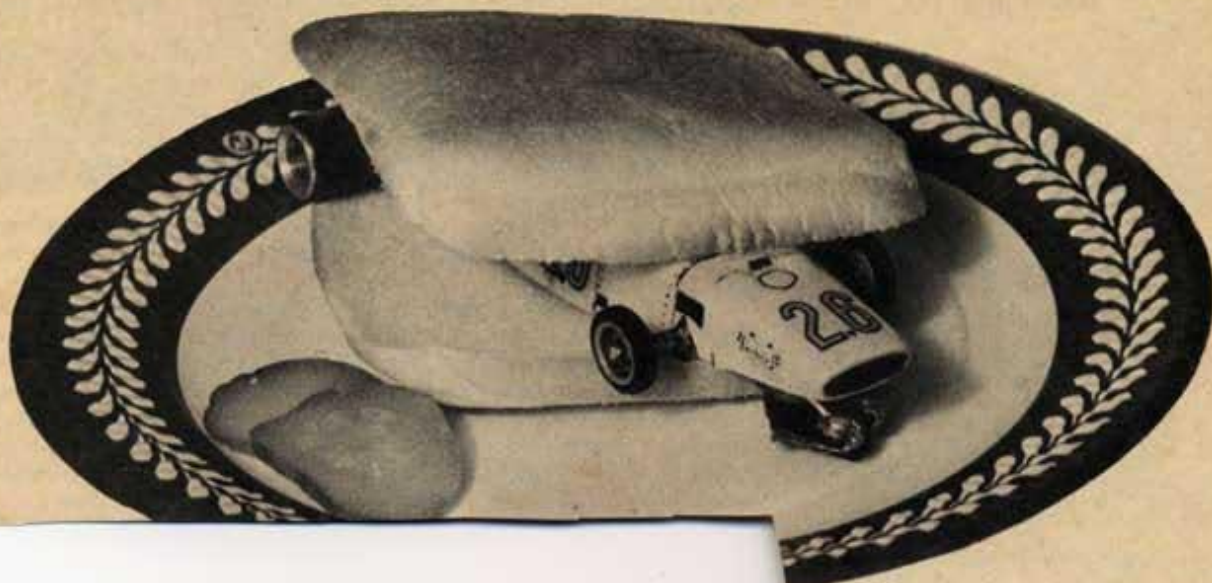
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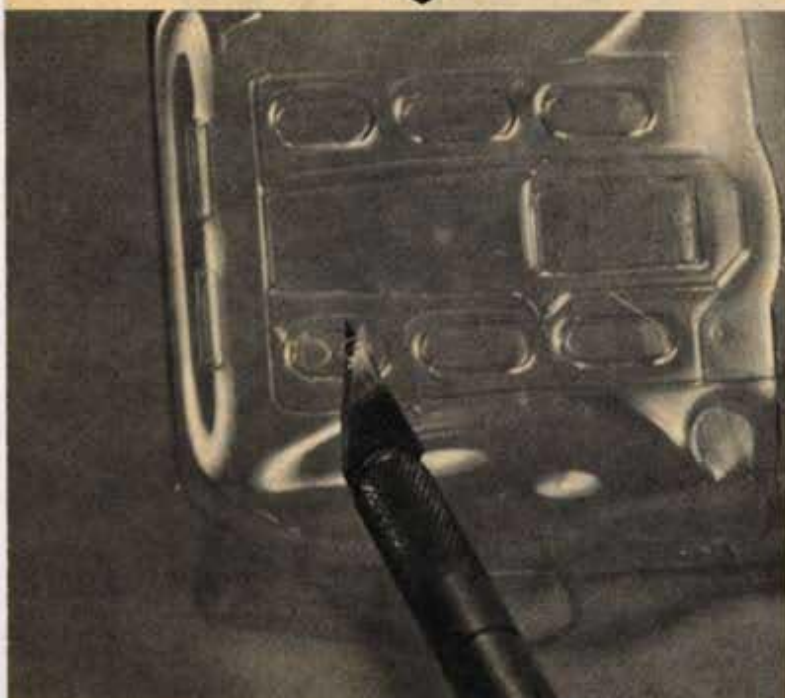
DR. BLOBFUS AND HIS VACUUM FOR



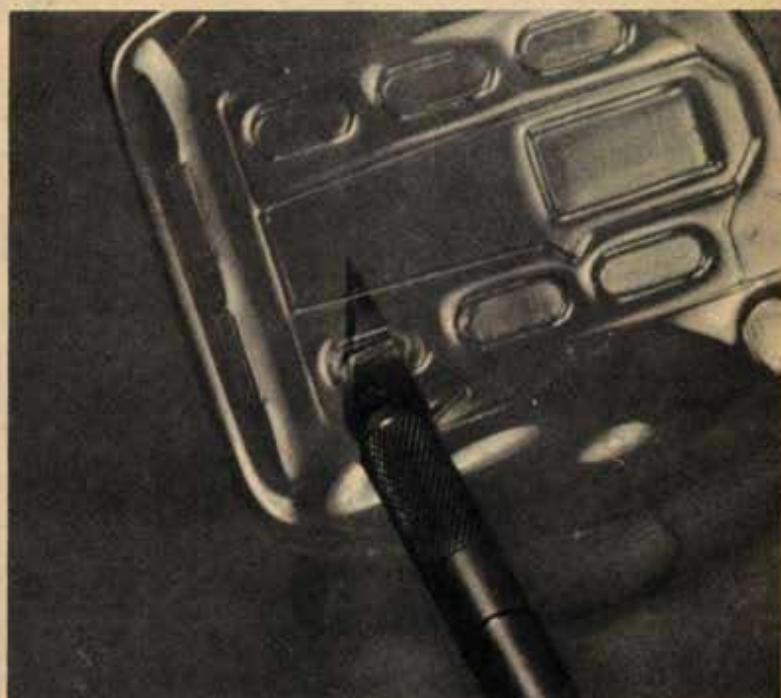
By CHRIS CHAN

HERE!!

LOUVERS AND OPENINGS



When opening up vents and louvers first bore out small holes with the tip of an X-Acto blade.



After the holes are "drilled" connect them up in short strokes.

MED SANDWICH....

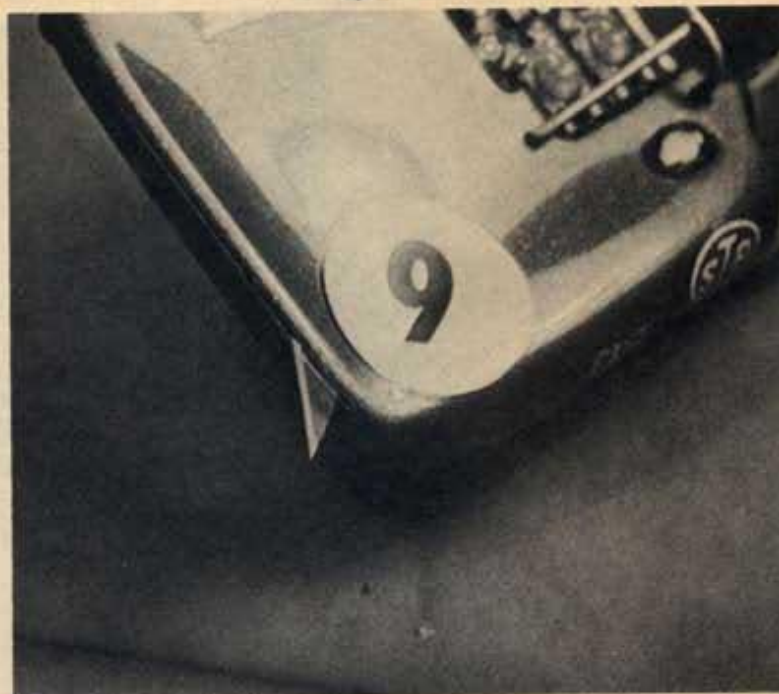
Or how you too can go different by adding a few custom changes to those clear plastic bodies!

Next in dearness to the slot racer's heart besides being the fastest, is being different. And in addition to running police cars, ambulances, or motorcycles, there are a lot of things you can do to the average clear body to get that touch of "something else!" Both extra speed and a bonus of brute good looks can be yours as the result of a little bit of additional attention to the upper half of your car. Take some spare time, an X-Acto stabber, and some sundry household what-not's and you can transform that oil-stained rolling disaster area into a four-wheeled work of art.

Getting off with the basic clear butyrate body of a nice typical sports car, you can start by slicing out louvers and vents. The problem here arises when one deft twist slices your thumb or removes most of the shell you were trying to carve up. The cause stems from the body having been pulled over a mold and therefore being thinner in a few sections, usually about the bottom parts. While running the blade from thick to thin portions . . . well whip out the band-aids and body patch!

An easy remedy that works the trick is to simply drill out small holes with the tip of a sharp X-acto knife and then connect them in shorter stabs. The twisting blade is easier to control, so go slowly and bore out as much plastic as possible before connecting the holes. You are

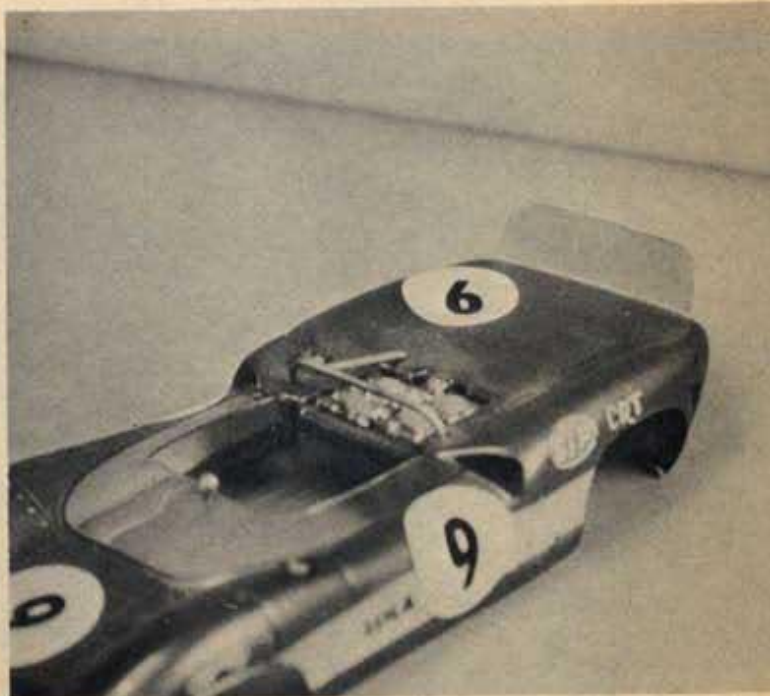
SPOILERS



Run an X-Acto back and forth in the rear ducktail to open up a narrow slit from side to side.



Stick a sheet of acetate through the slit and bend it to sit flat with the rear deck and tape it down.



The spoiler now uses the air flowing over the body to push the rear end down for better handling and traction.


FLARING

of course in no way restricted to the existing vents and ducts once you get the hang of it. Vents then can be made for the primary importance of letting trapped undercurrents of air out or to give your car that competition look. However, it's best to have something vaguely in mind before aimlessly slicing away.


The photos in a handy car mag ought to provide plenty of hint as to where they will do the most. In sharpening up the looks department, while not affecting the airflow, DuBro or Kemtron non-fray grille screen can be taped or glued onto the inside. Its bright finish adds gobs of class to an otherwise drab slot car.

Slits and slots can lighten and streamline the slot car body, but to actually increase the straightaway bite and cornering adhesion a spoiler is the aerodynamic answer. Unless you're someone special, like Jim Hall, the spoiler is a flat sheet of acetate or styrene jutting out of the hind end of most of today's sports-racing cars. The typical group 7 racer wears a small ducktail (Lola, McLaren, Lotus 30, Chaparral, etc.) to start out with; but the full scale and small scale racers go for something quite a bit hairier.

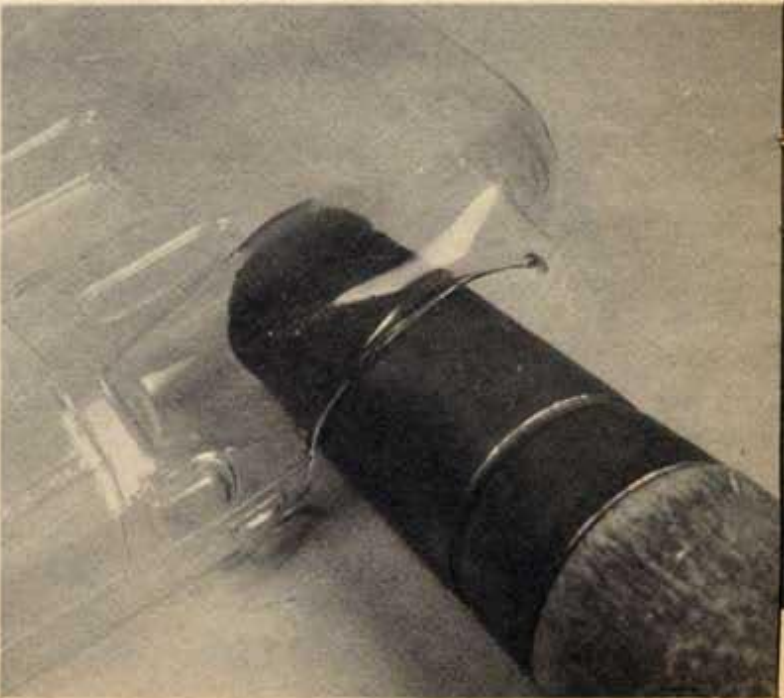
A narrow slit in the center of the existing rear lip, made by patiently dragging an X-Acto back and forth, is the best place to stick your spoiler. The purpose here is not to psyche out the trailing competition, but to catch the air flowing over the car and use it to push the rear down into the track for better handling and traction. Size tends to vary from half an inch to gigantic, but many are for hairy looks alone. Their true effectiveness is usually noticeable only on the faster commercial tracks. The diplane is fastened in the same manner as the spoiler, with a strip of tape on the inside, over the portion of the diplane sticking into the body. Diplanes are used to put a hold on wheelies resulting from over-anxious



The stock Dino Ferrari in clear and in two different motifs. The file handle and little candle gave the 146 the hairier look.



Keeping a good distance between flame and body, carefully heat the plastic around the well.



Now, while the plastic is still soft, use the file handle to flare out the well. The colder the handle the better.

DYEING

acceleration. Just whether slot cars or full size cars started the big spoiler fad is unknown, but the MCS test cars ran sky-high sportsman-type aerons long before the Chaparral 2E was ever seen. AND they work!

The last of the "performance" modifications we've done is flaring. This relatively new practice makes use of the existing plastic to widen the tread of sports cars to allow lower mounting possibilities. Flaring is not the easiest thing to do (in fact it's probably the hardest) so plan on a good deal of experimentation before expecting a truly pro job.

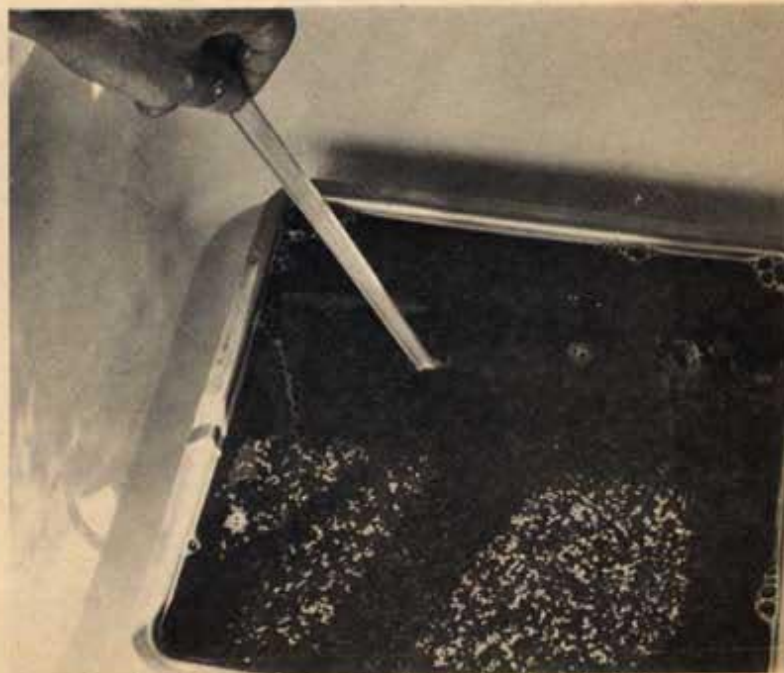
First heat up the area around the present well with a butane torch, Bunsen burner, or candle. Heat it just enough so that you can mold it around with a file handle or large piece of tubing. It's always better to run the risk of having not heated it enough, than to melt everything and raze your whole shop. After getting out the basic shape, reheat the well and slowly run the handle back and forth to smooth out the curve. The colder the handle used in flaring the "sanoer" the job. The increased width of the body, linked to the fact that it can now be mounted much lower, is an important addition to the handling characteristics of any sports or G.T. car. The same techniques can be used to reform any portion of the clear shell, and often come in handy for bringing in the gold in the concourse category.

Now venturing over to the "looks-only" department, we run into a few new and a few improved methods for concourse and just plain sano car fans. Dyeing bodies isn't new, but thanks to an increased knowledge of the method they are becoming increasingly popular. Using out-of-the-box Tintex or Rit clothes dye with a cup of white wine vinegar in a cooking pan we get some wild finishes.

The assembled ingredients from the kitchen are the essentials for a real grooved finish for a clear body.



Pour in your favorite color dye to the near boiling mixture of water and vinegar.

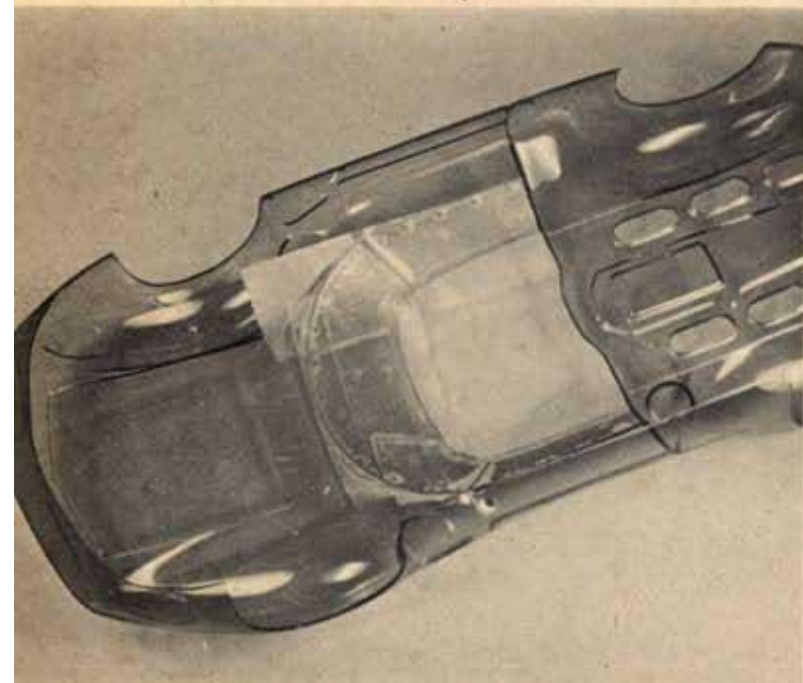


Now plop in the body and stir until you get the desired shade. The longer you leave the body in the darker it will come out.

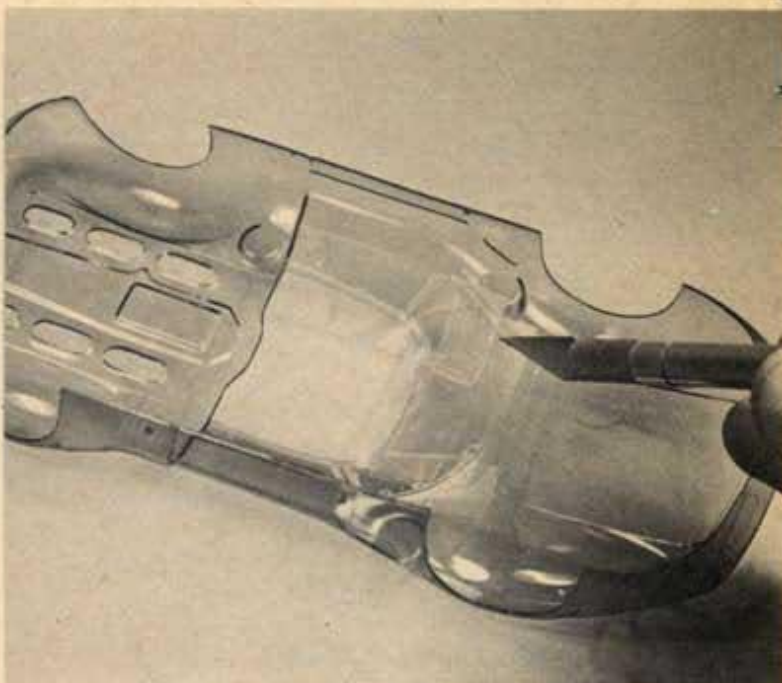
MASKING

After pouring the above ingredients into the bowl or pan, add the masked or unmasked body and stir, stir, stir. Letting the body simply sit not only prolongs the process, but sometimes builds up the dye on spots making a sloppy finish. After you have the tone you like, grab your body and run cold water over it to remove all the excess dye.

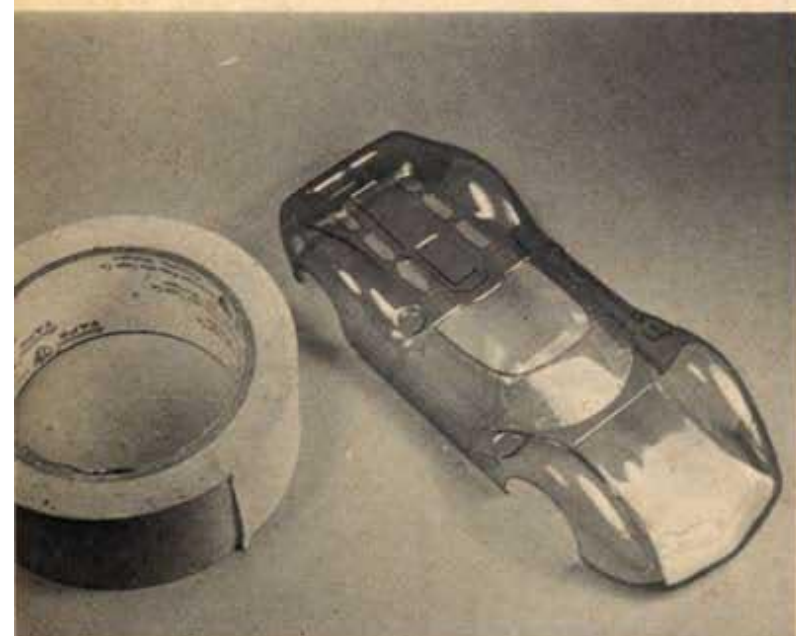
Before going on to finishing up the dye job, try this technique for masking for spray paints, which give smoother finishes than most brush jobs. Using Scotch



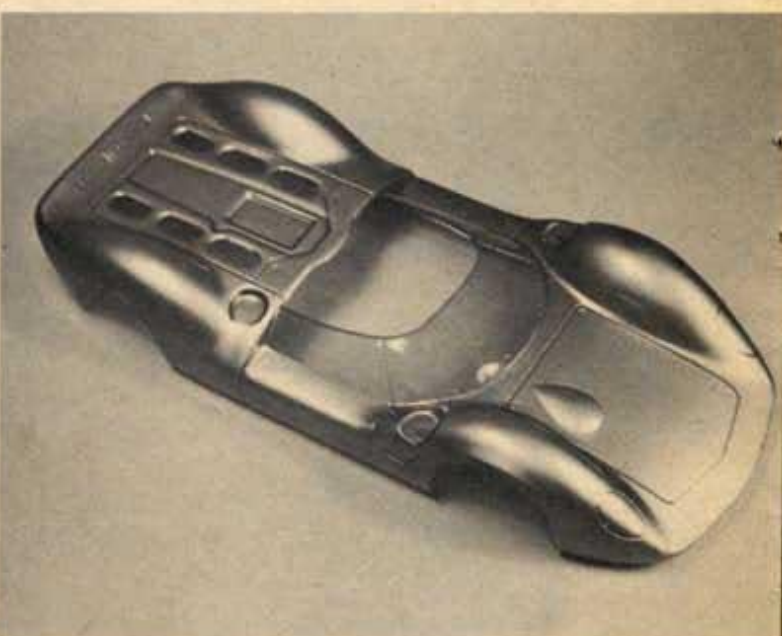
Liberally tape off the entire inside windshield with Scotch Magic Tape.



Carefully trim off the excess using the window lines as a guide.



Now use masking tape and cover the outside just to be sure of not getting any paint where you don't want it.



Give the inside of the body a thin coat or two of some nice spray like AMT's sterling silver, let it dry, and pull off all the tape. The finish is a foot and a half deep!

ODDS AND ENDS



Solveset is a great little concoction for putting decals in their place. It helps you to pull decals around all sorts of compound curves.



Walther's Specialties, which also makes Solveset supplied the flexible Goo used to install grille screen in the Hamill shown here.

Magic Tape, completely cover any parts of the car you want clear or tinted, then carefully trim around the window lines, etc. Remove the excess. Take some regular masking tape and cover the outside and then spray away. Champion of Georgia and Pactra sometimes include die-cut masks in their body packages to make things even easier. After the paint has sufficiently dried, use tweezers to pull off the tape and scope your beautiful job.

For final touches to a well-appointed slot car shell three products, of which only one is directly oriented to the sport, are extremely useful. The product associated with the hobby is Pactra's Body Patch. This cement, derived from a vinyl glue, is a clear, strong, and hard drying adhesive for repairing cracks from crackups and affixing some detail fittings. A neat job can hide the fact that the crack was ever there.

Decals can be a real hassle when you try to get them to sit snugly down over oddly contoured surfaces, and into seams. A little known fact is that Walther's has some keen stuff called "Solveset" that softens the decal film slightly to give both a better and tighter fit. Walther's strikes again with a sticky contact cement marketed under the dubious name of "Goo." It's a great flexible bonder and makes a nice glue for things that might snap off if cemented to the body stiffly, like roll bar complexes.

The last word in from the body industry is from Lancer, the only remaining company from the early days of slot car bodies. In order to increase the quality of the unit you buy, they now come in flashy BOXES for added protection. Another new addition to the bigger lines are pre-painted bodies, which are extremely popular. This proves that some people would rather not do it themselves. Which is OK by us; but it does kinda take the suspense out of working with clear plastic!



DuBro's non-fray grille screen is a lightweight must for a concourse car. The price is a bit steep.

DON EMMONS' DETAIL FOR REAL

More model making secrets from the "Pros"

INJECTOR STACKS REWORKED

ALUMINUM TUBING GLUES TO PLASTIC

DETAILED BLOWERS

WOOD FOR PICKUP BEDS

INJECTOR STACKS REWORKED



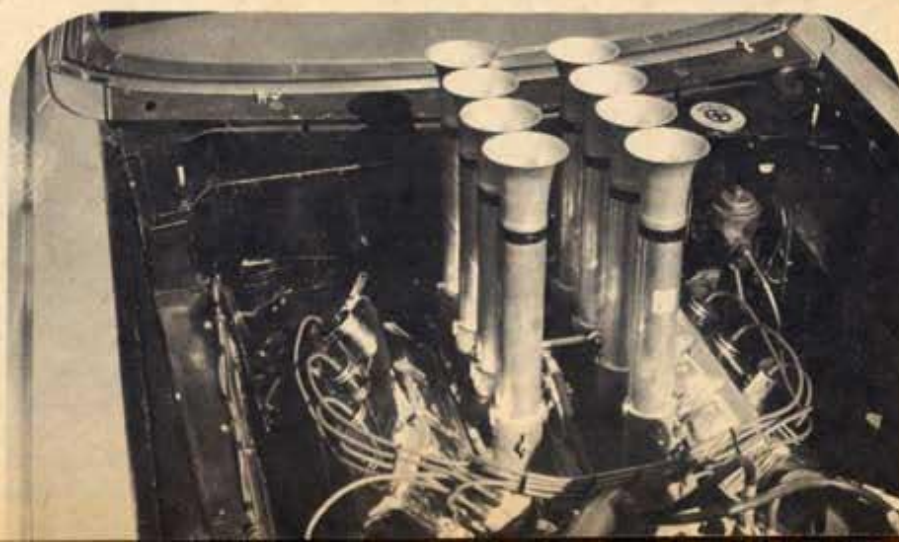
a Hold tube on ice cream stick and paint ring around stack. Make sure end of part is even with edge of stick.

b Belled top portion can be painted Flat Aluminum which adds even more realism to the parts.

c With a small amount of Flat Black on tip of brush you can blacken lower area to give the appearance of being hollow.

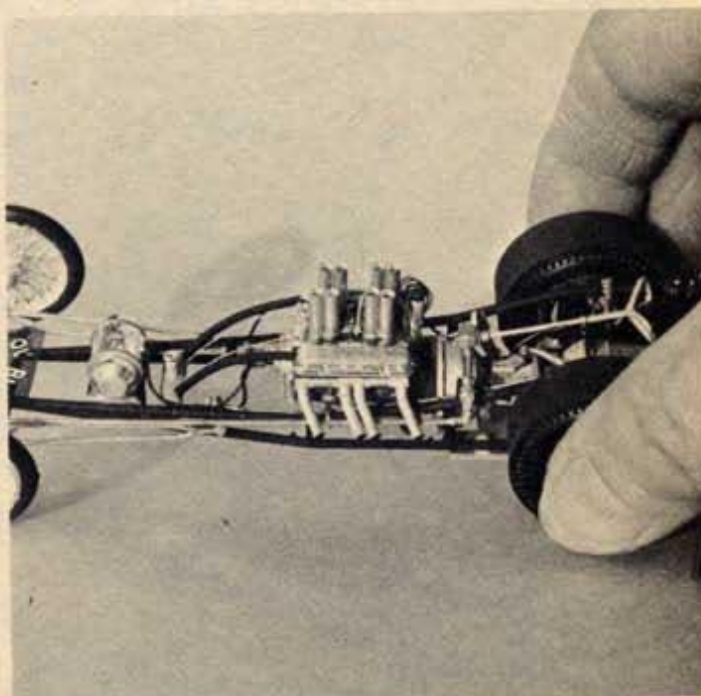
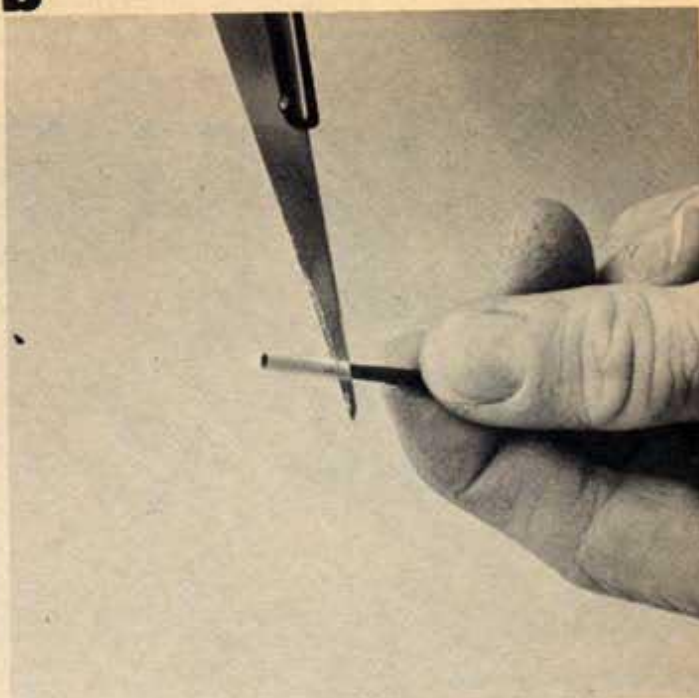
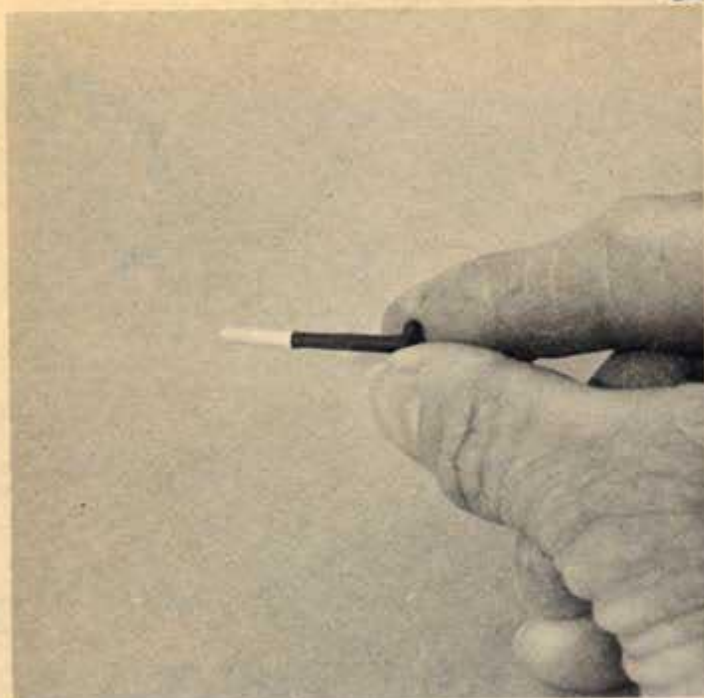
d Note the difference between reworked injector and plain kit setup.

e Real car is shown here to illustrate what we are trying to obtain in model form.



ALUMINUM TUBING GLUES TO PLASTIC

a b



c d

a Select a piece of plastic tree that will press tightly into the tubing.

b Cut plastic even with end of tubing and file until plastic is smooth with end of tubing.

c A small amount of glue on end of the tubing will fasten aluminum tip to the plastic exhaust system.

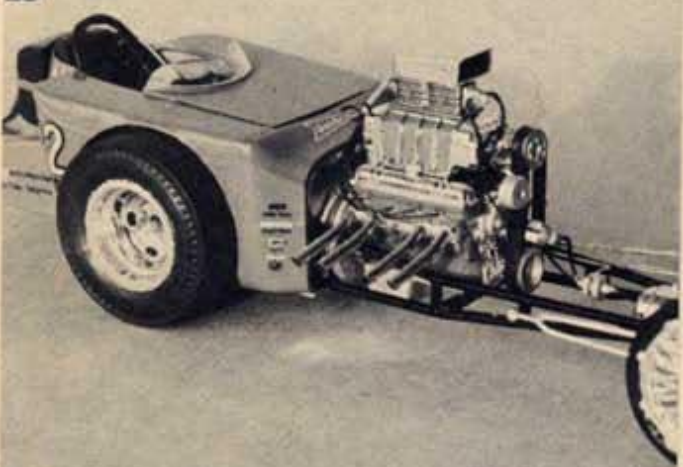
d This method makes it easy to glue other parts made of tubing to plastic parts. Here injector tubes are glued to the manifold.

DETAILED BLOWERS

a



b



c

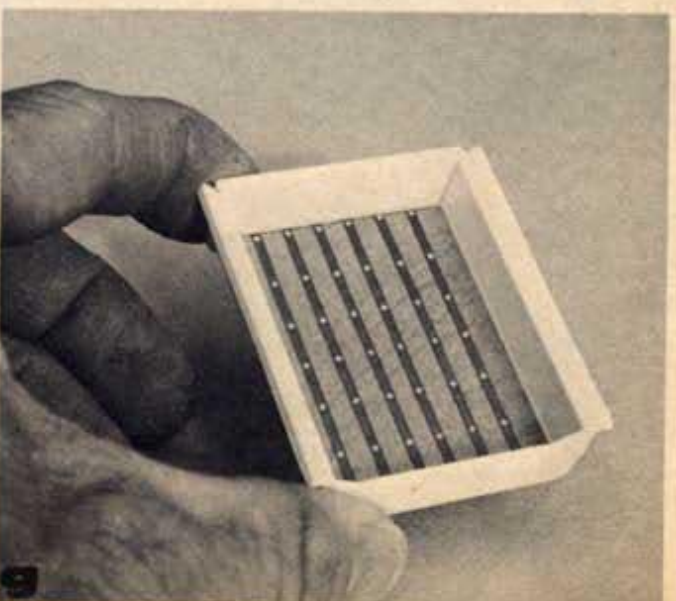
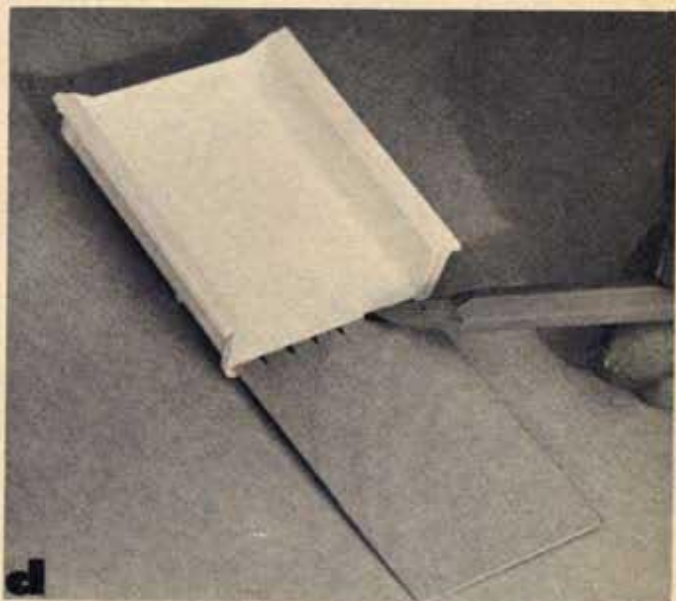
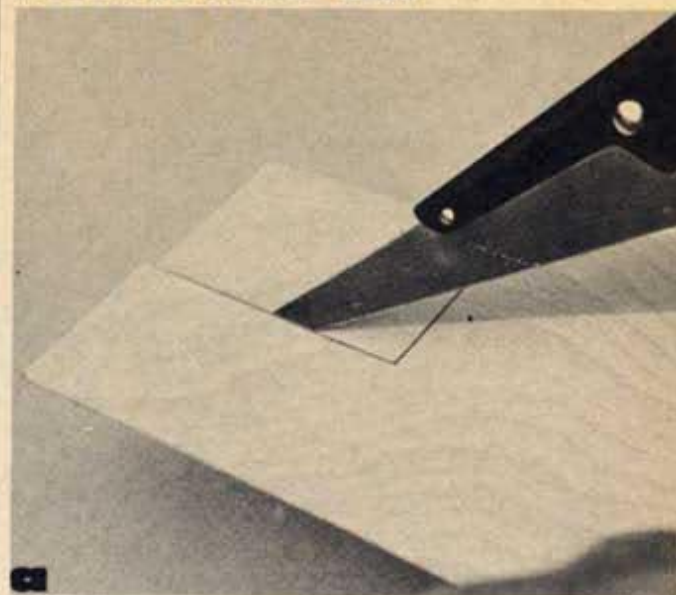


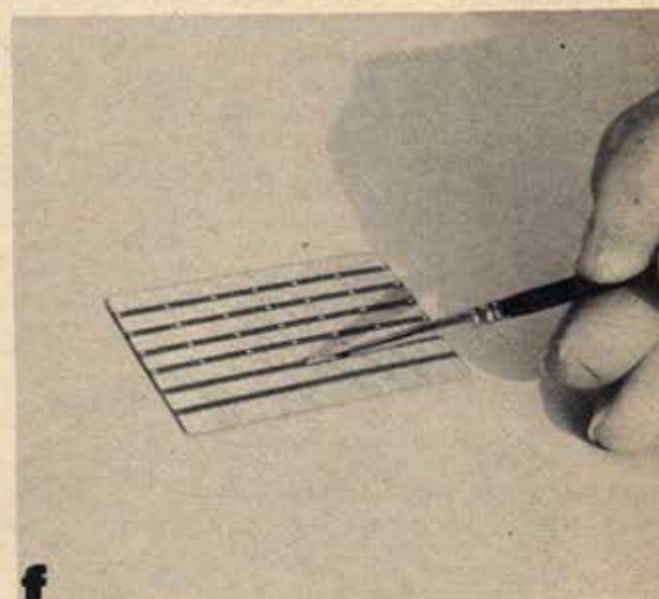
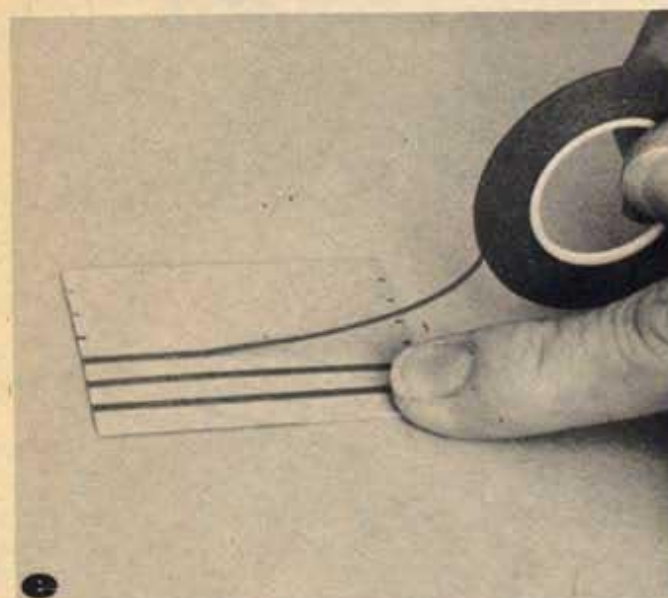
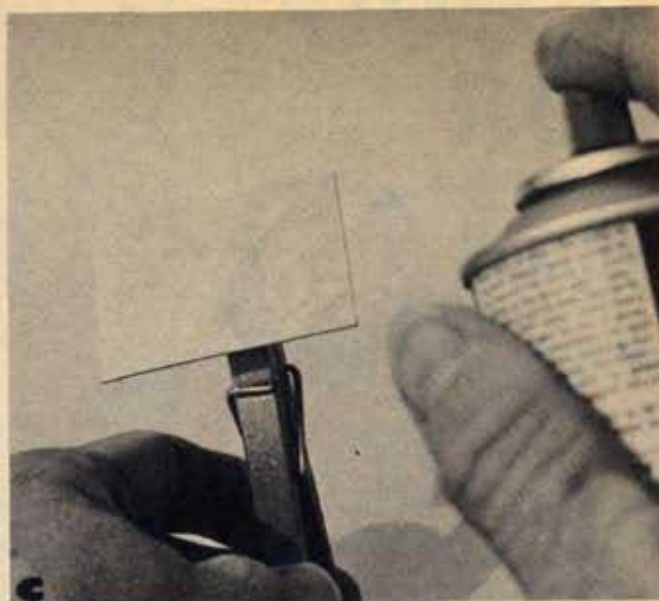
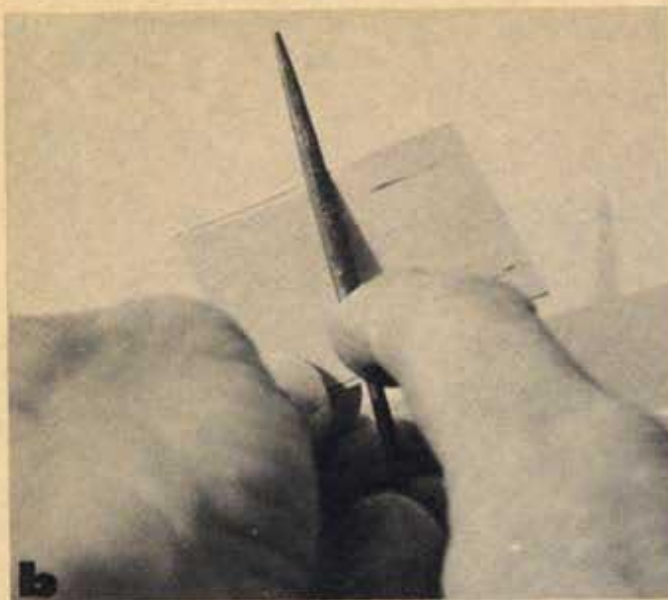
a Paint the recessed area of the blower with a color that blends with car's color.

b The body on this model is bright orange and the same color was used on the blower side panels.

c Candy Gold was used on this one. Spray a little paint into the cap and brush it on.

WOOD FOR PICKUP BEDS





a First measure size inside of pickup bed and lay it out on 1/16 inch plywood. Cut out piece with a razor saw.

b Taper the underside on side edges to allow wood to lay flat on bed.

c Spray piece with clear paint. Let this set until completely dry before continuing work on it.

d Place wood panel on bed and mark off spaces for strips. Do this at both ends.

e Next put on strips of 1/32 inch pinstriping tape.

f Use brush with a good point and place rows of paint dots to simulate bolt heads.

g Finished pickup bed will look very realistic with this easy detailing tip.

DON EMMONS' DETAIL FOR REAL

A BUG FOR HO

HOW TO GO FROM STATIC-SHELFER TO SLOT-CHARGER WITH THE "MATCHBOX" TYPE 35B BUGATTI GP CAR.

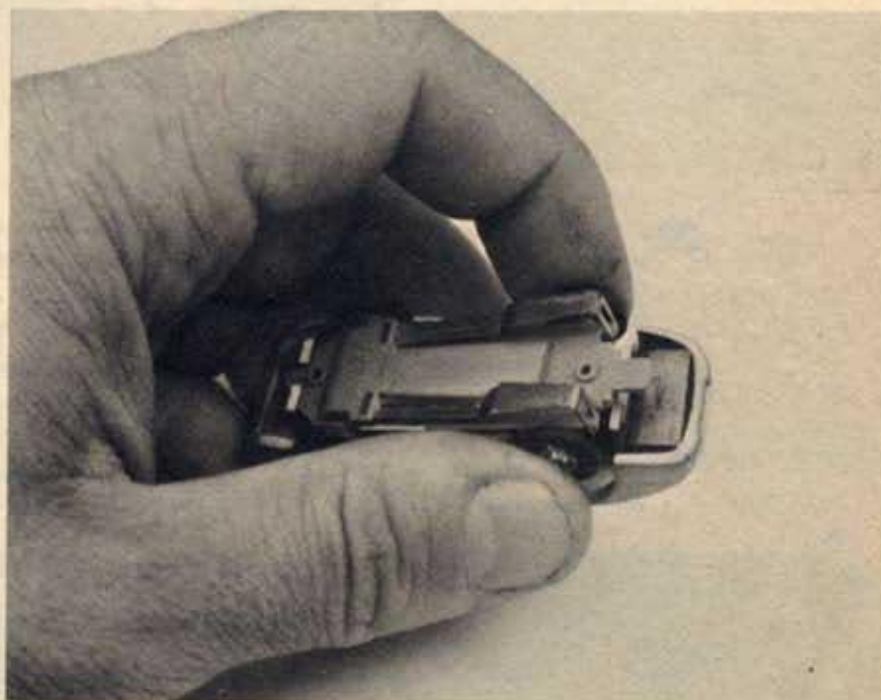
Few true racing enthusiasts can't help but recognize the car in these photos as a Bugatti. Even if they haven't met the full size classic racer, they have certainly seen and read about Monogram's 1/24 scale shelf model, or Pyro's similar Type 59 in 1/32 scale. The Bugatti is a true masterpiece of the machinists art. The real car was produced in France, when the French were still a power in international racing, during the 1920's and 1930's. It is really a product of a time we shall never see again. The entire car, from wheels-to-chassis-to-body, was hand made, to more than precision tolerances.

The "Matchbox" model Bugatti is a good copy of the Type 35B, considered to be the most successful of all the real Bugatti designs. The full size car won its first race in 1924; and in the years right after the second world war, it was still winning a number of class victories. Like so many of the popular "classic" racing cars of history, the Bugatti was, and is, a real thoroughbred! This particular model is a pretty accurate 1/48 scale. The true scale size (at least in theory) of the HO cars is 1/87; however, the real Bugatti was a small car so an accurate 1/48 scale model of it is reasonably close in size to most of your regular HO'ers. The car is just the right width for racing on any HO set. The small Atlas chassis, as used in their Porsche, Lola, Indy car, Mercedes, Allard, and GP Ferrari (they call it the Panther XX) is the only HO chassis that is small enough to fit inside the tiny Bugatti body.

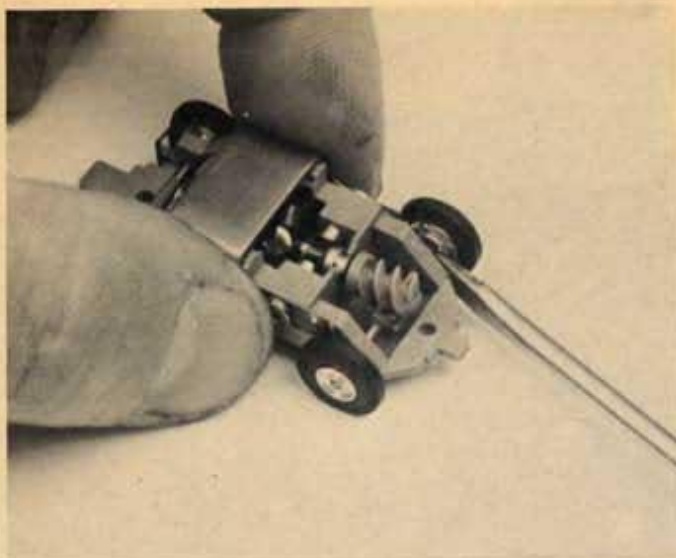
The Bugatti is but one example of a whole series of "classic" racing cars of the past that can be duplicated, by an enterprising modeler, from readily available bodies and parts. It's really a different kind of HO racing fun!



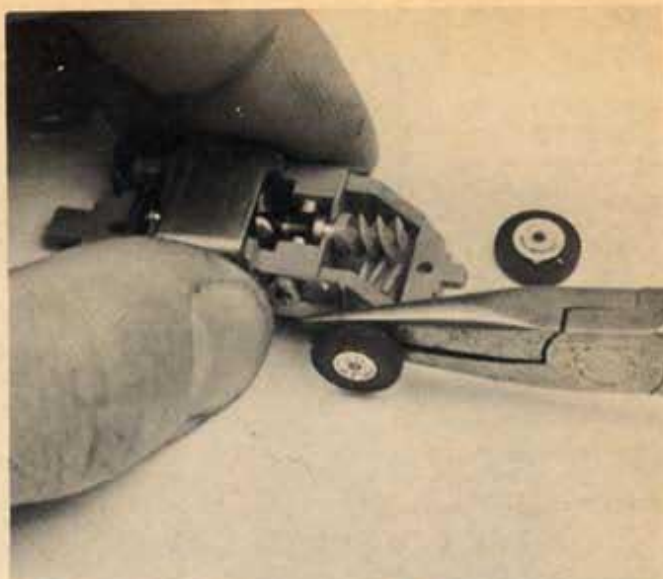
A "Matchbox" brand, cast metal, Bugatti makes an excellent 1/48 scale body. The Atlas Porsche 904, Aurora 'hop up' kit, GR55 "o" rings and a Corgi brand spectator (to use as a driver) are needed to motorize the Bugatti.



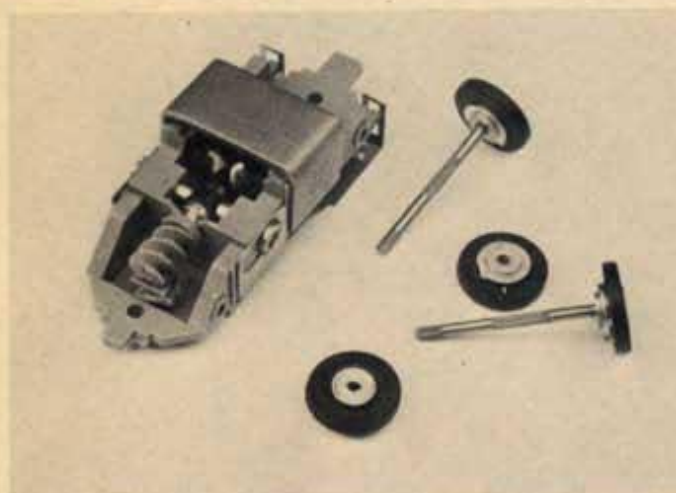
Remove the chassis from the Atlas Porsche by prying the front tabs out and then pulling it free from the retainer clips.



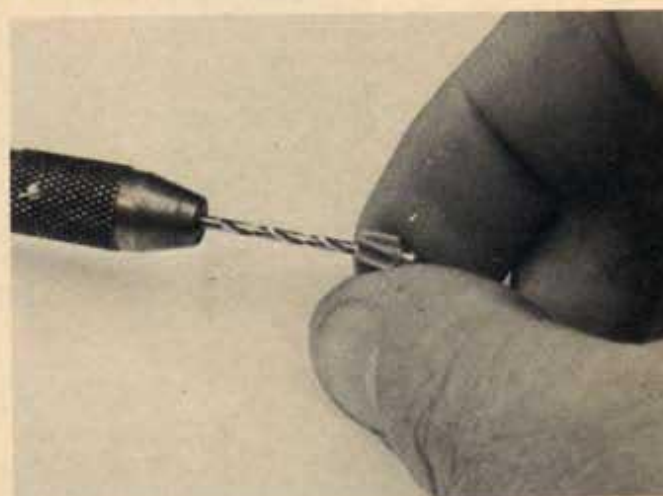
Pry the front and rear wheels and tires from the axles with the tip of a screwdriver. Use a slight twisting motion.



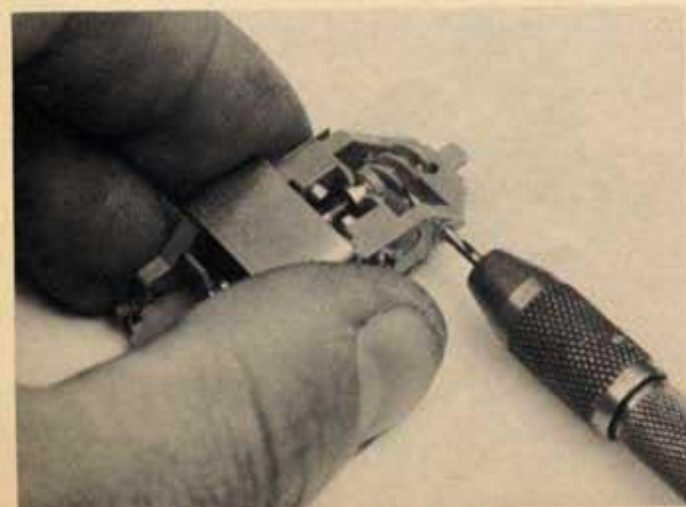
The rear axle will have to be pulled from the small, grey, gear with a pair of needle-nose pliers.



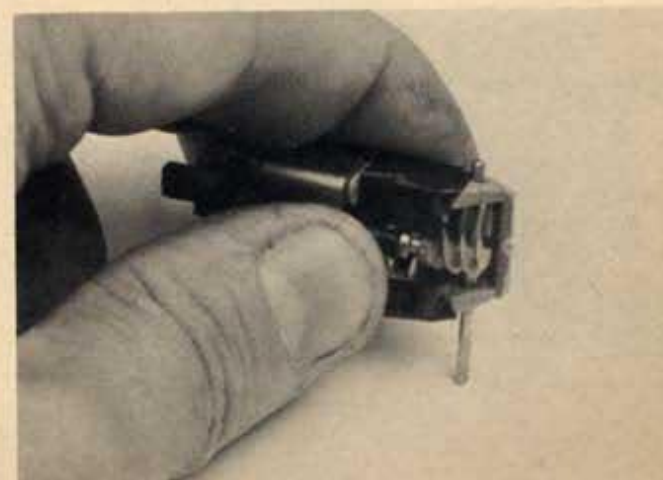
With all four wheels and tires removed from the chassis, we can begin work to adapt it to the 'vintage' era Bugatti body.



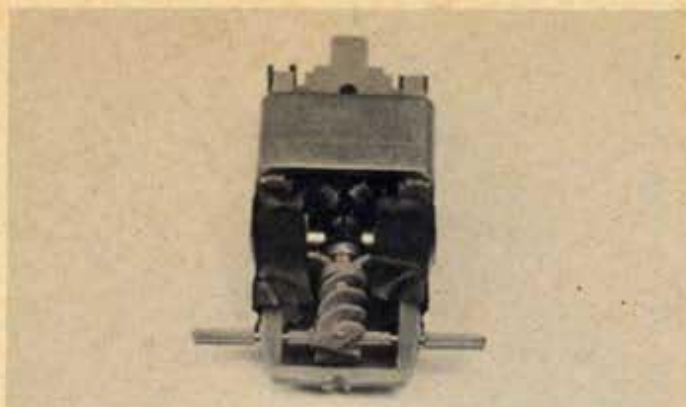
A longer, and larger, rear axle is needed. Drill out the hole in the rear axle gear with a number 53 drill bit.



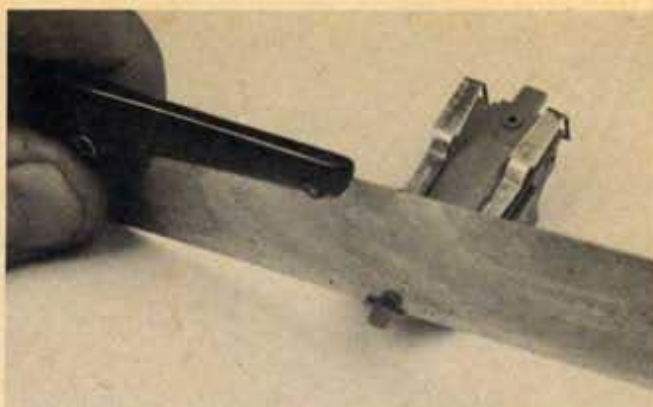
The holes, in the chassis, for the rear axle must also be enlarged. Use a number 51 size drill bit here.



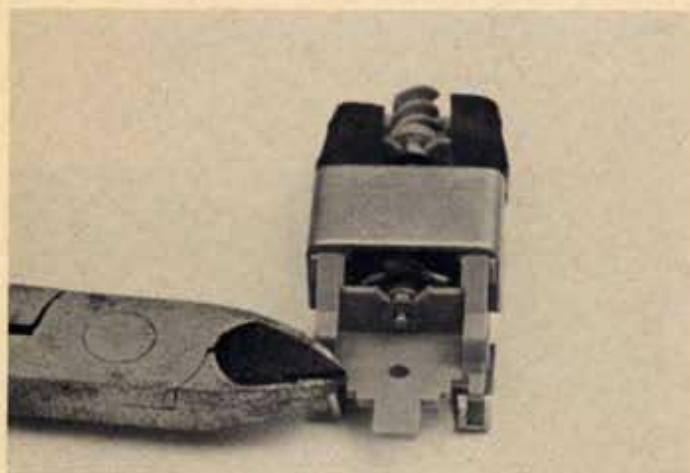
Use the longer axle, from the Aurora "Hop up" kit for the new rear axle. Push it into the chassis and through the gear.



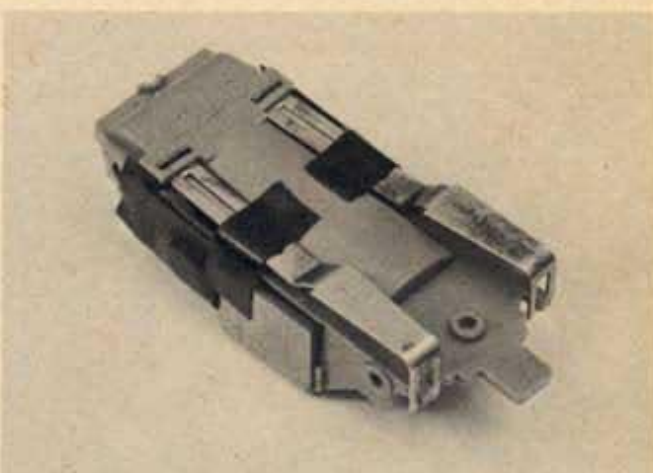
Here, the longer rear axle is clear. The Bugatti is slightly wider than the Atlas Porsche, so this axle is a necessity.



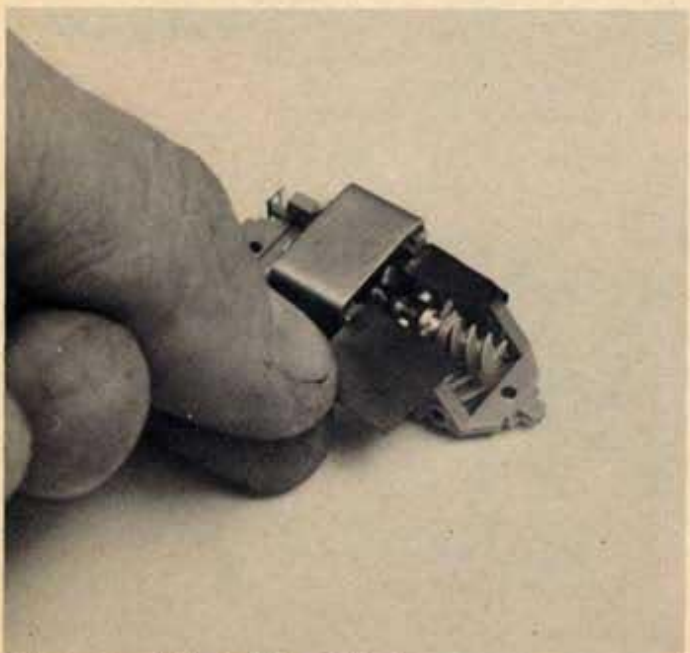
Cut the small tab from the rear of the Atlas chassis with a razor saw. Cut right at the edge of the rear hole.



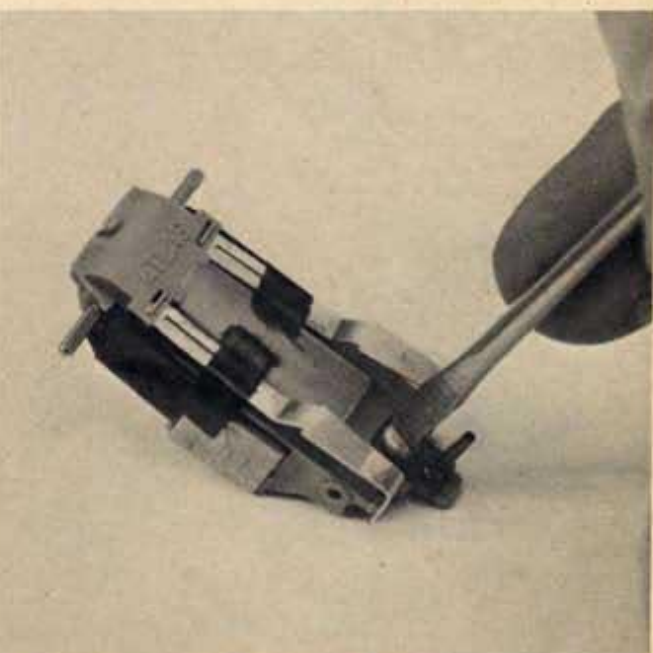
Trim off the tops of both of the pickup spring brushes as shown by the size of the modified right spring.



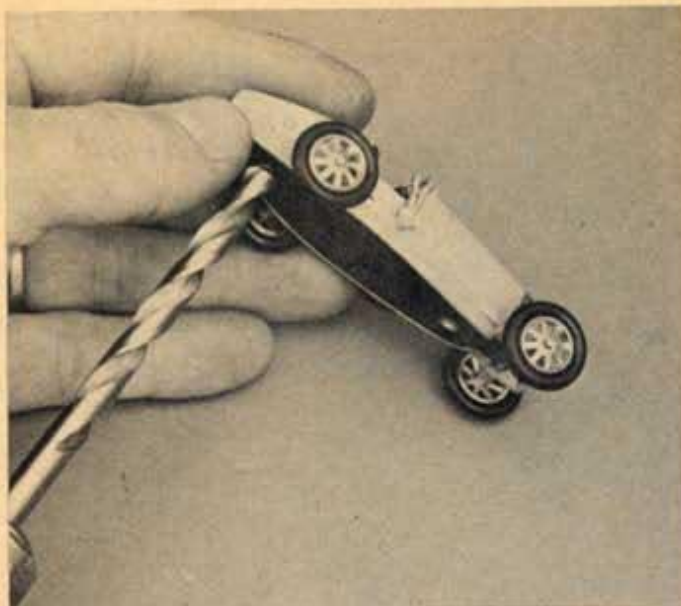
Cut a $\frac{1}{4} \times \frac{1}{2}$ inch piece of black plastic electrical tape and press on the chassis to hold the pickup springs.



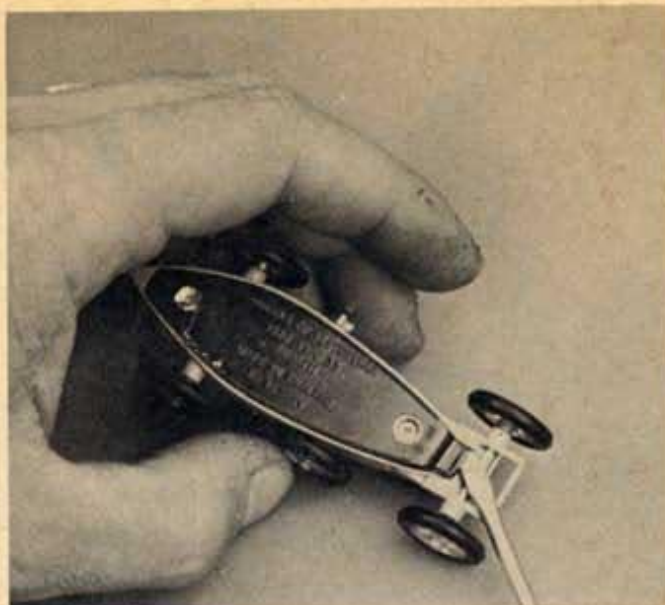
Place a $\frac{1}{2} \times \frac{1}{2}$ inch strip of black tape over each of the motor brushes so they will be insulated from the metal Bugatti body.



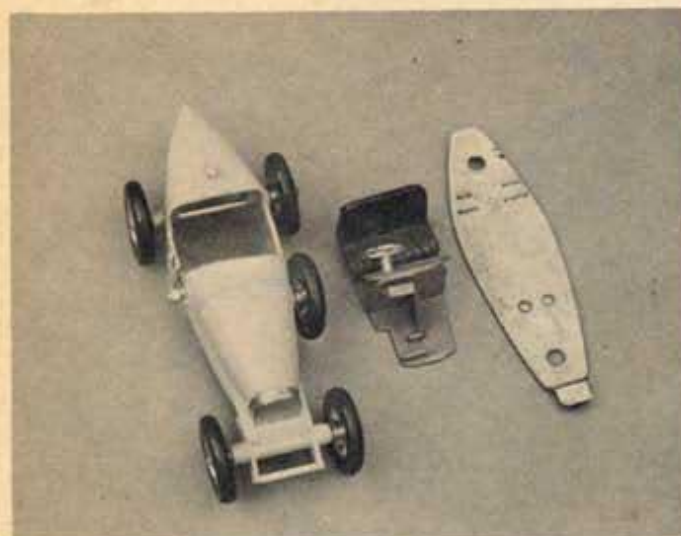
A self-tapping screw and a red plastic pickup pin, from the Aurora 'Hop up' kit, are attached to the front of the chassis.



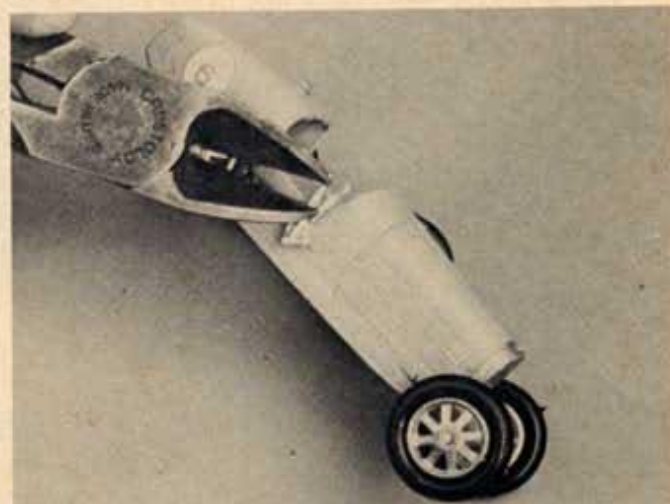
Now the body — Drill off the assembly rivet heads with a 1/4 inch drill bit held in an electric drill.



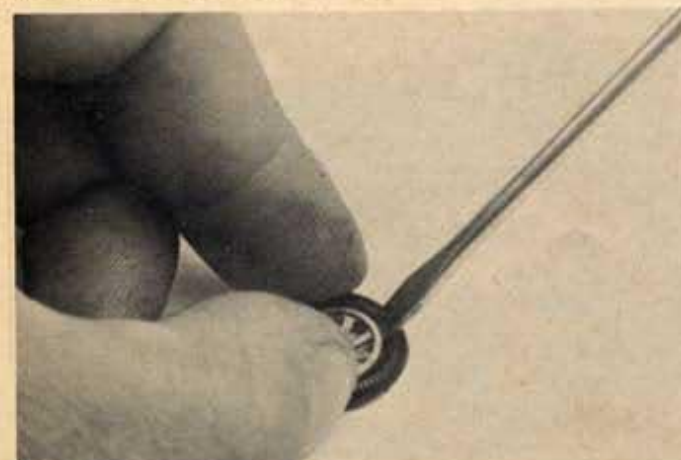
Pry out the chassis, from the top half of the assembly, with a screwdriver blade.



The basic car, the interior parts, and the bottom of the chassis are the only major parts of the Bugatti.



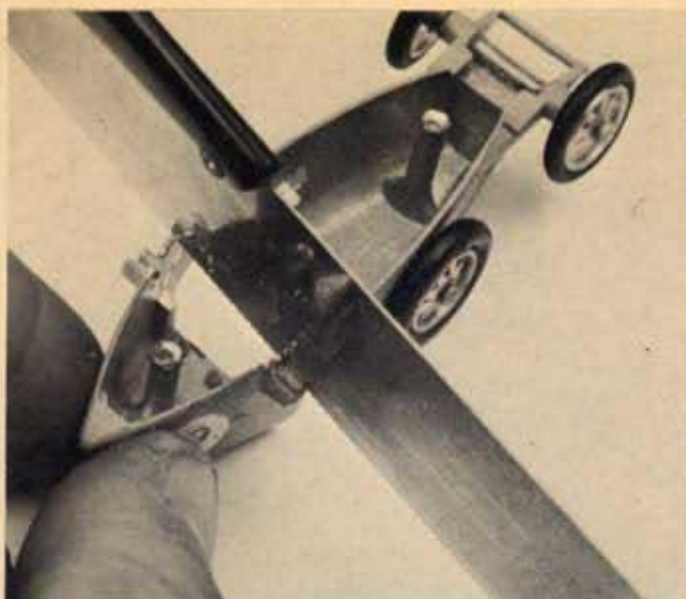
The rear wheels are free to move over enough for you to get a grip on the axle with a pair of diagonal cutters. Cut it off.



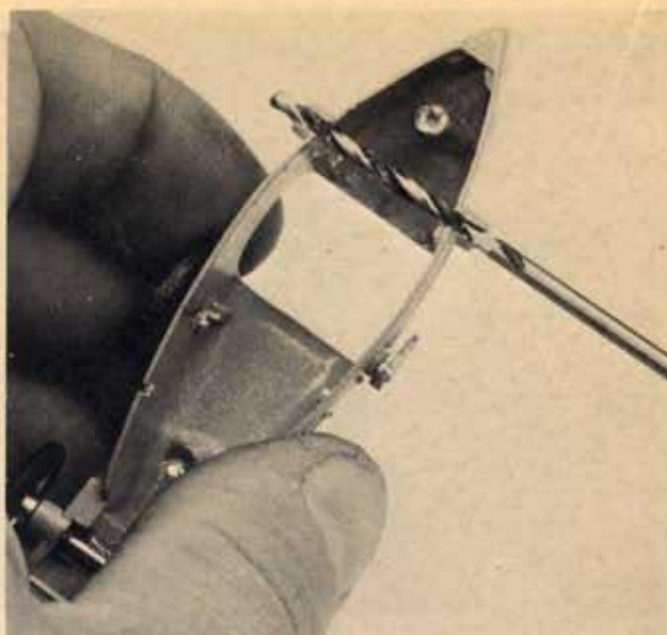
The hard rubber rear tires leave a little to be desired for traction. This is OK on the front, but the rears must be removed.



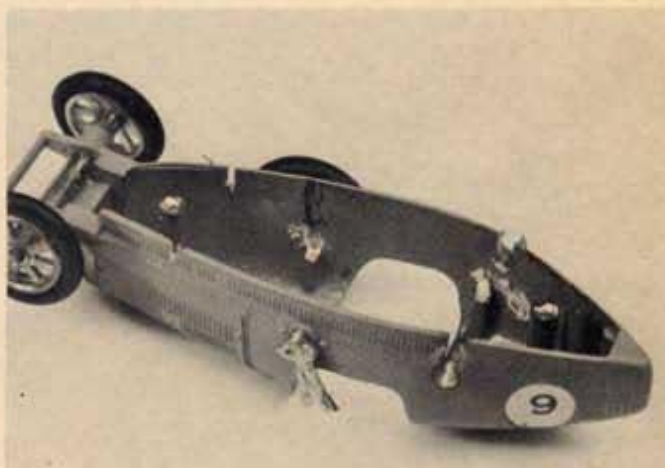
Bend the front axle slightly so the tops of the wheels lean out like a real Bugatti's. Epoxy the front axle to the chassis.



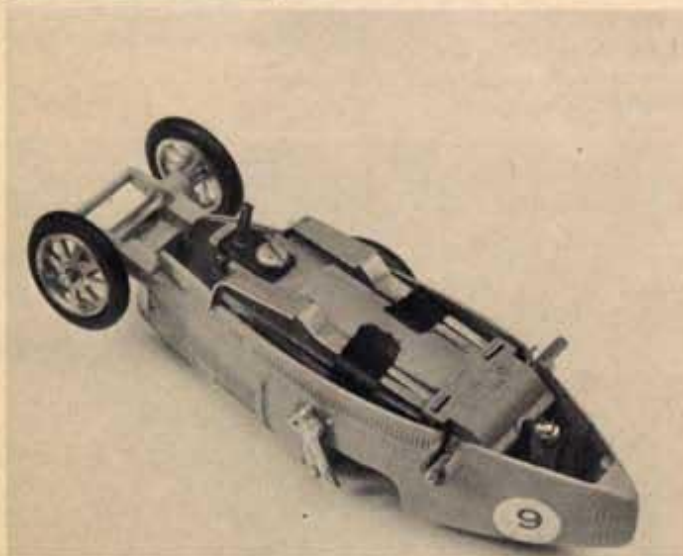
Make two cuts, with a razor saw, even with the edges of the rear axle holes. Remove the thin strip of metal between the cuts.



Open the holes in the rear of the body to a full 1/8 inch diameter with an electric drill.



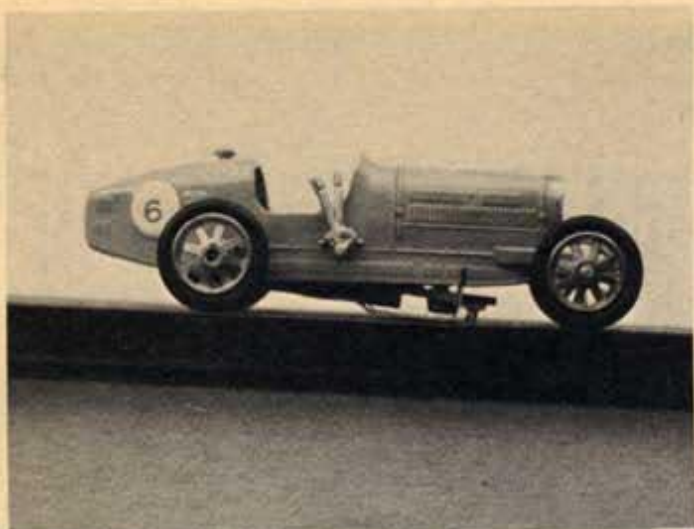
Grind away about 1/4 inch of the four ribs that are cast inside the body, so the Atlas chassis can sit well up inside.



Fit the chassis into the body. It's a tight fit, so no glue should be needed to hold it. Notch the sides of the body to prevent the pickup brushes from touching.



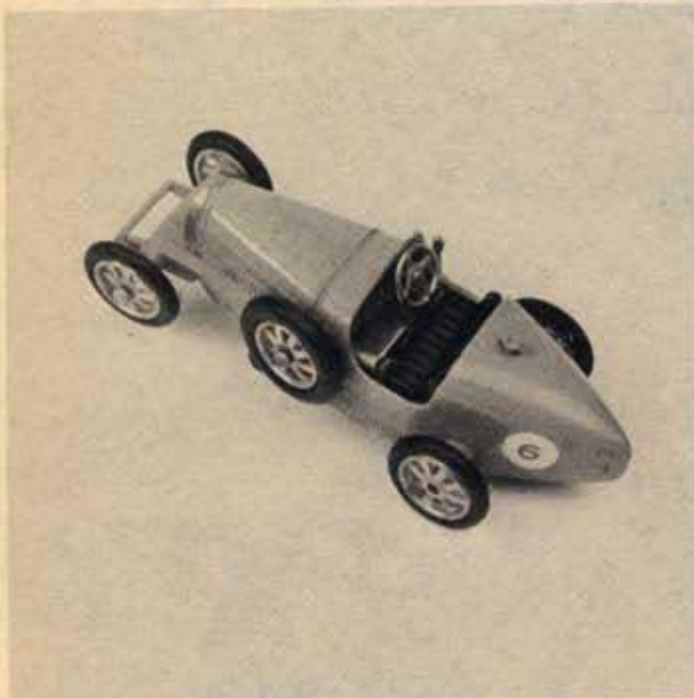
Apply a dab of epoxy to each end of the rear axle, then carefully align and position each rear wheel.



The pickup brushes must be very carefully adjusted so that they lay flat on the track and so they do not ever touch the body.



Cut the dashboard and steering wheel from the interior piece. Remove the seat, and cut it in half as shown.



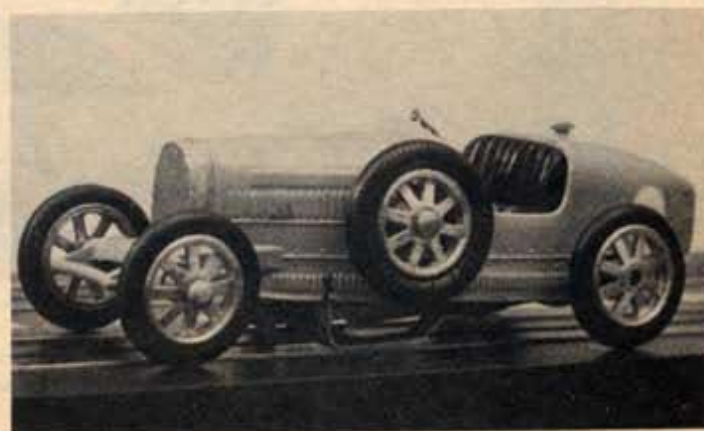
Glue the dashboard, steering wheel, and seat into the cockpit with epoxy or rubber cement. Be careful that they clear the gears.



Our completed 1/48th scale Bugatti lacks only a driver. The Corgi brand of spectator figure can be cut to fit if you want.



The "Little Bug" is actually about twice actual HO scale; however, since the real car was relatively small, so is the model. It fits right in with any HO setup; no problem at all.





MCS: MODEL OF THE MONTH CONTEST



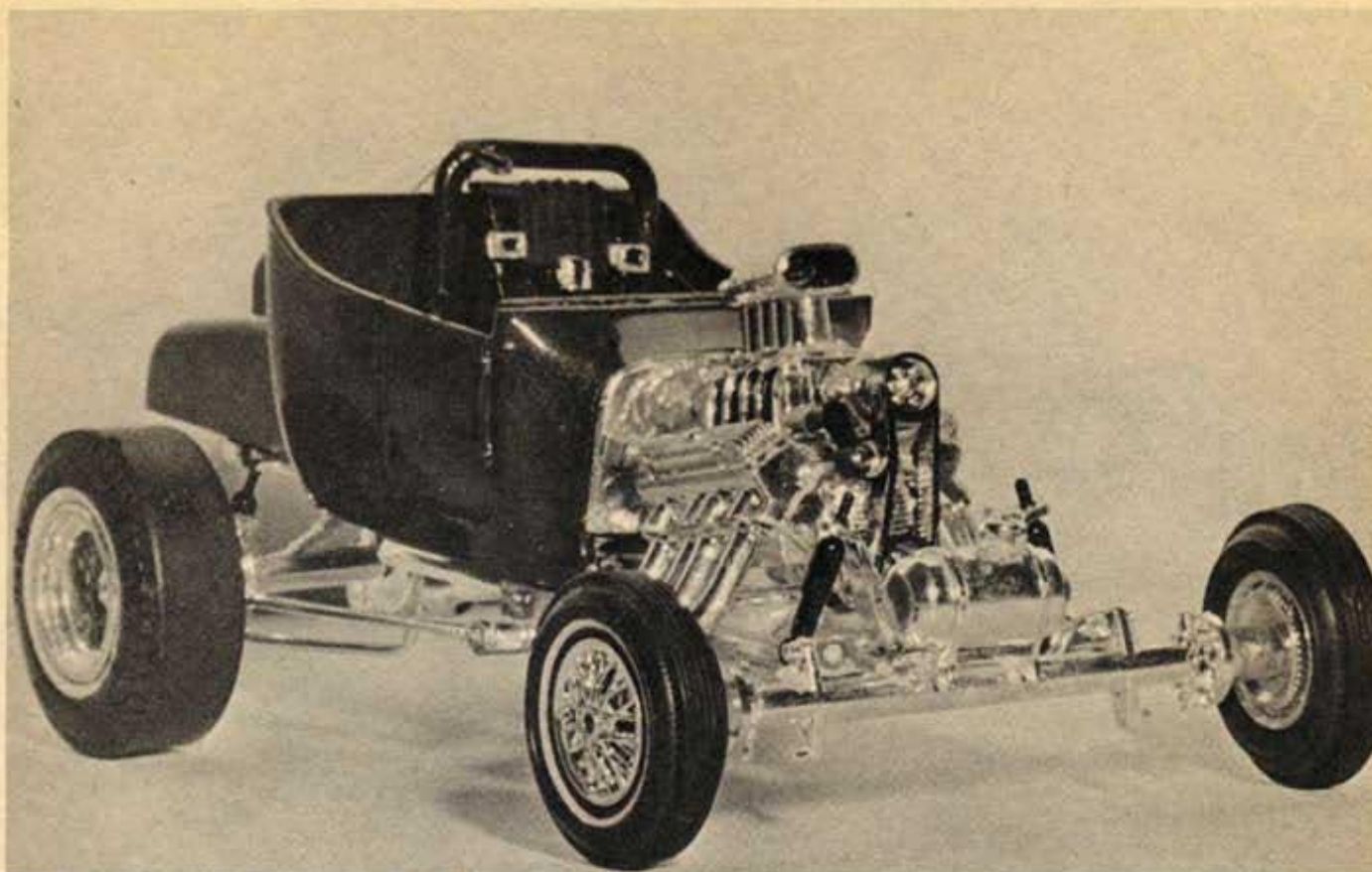
THE CLEANEST CUSTOM . . . and taker of this month's \$25 Bond came from George Miller, Jr., P.O. Box 64, New Market, Va. It's a mostly stock, but nicely detailed Willys, with a full-wired Olds mill and '66 Chev interior. Custom taillites were lifted from AMT's '57 Ford. Finish is a cool two-coat layer of Aztec metal flake gold.



Would you believe a front powered Corvair? It's from George Roberts, of Atlanta, Georgia, and goes with a '66 Chevy engine, drive shaft and rear suspension. Front suspension and roll bar are '66 Falcon. Whole forward section has been cut and hinged.



The driver and chute were lifted from a Pontiac GTO, while the release cord was worked up from the custom steering option in a '66 Comet. Finish is an air-brushed blend of white and yellow.



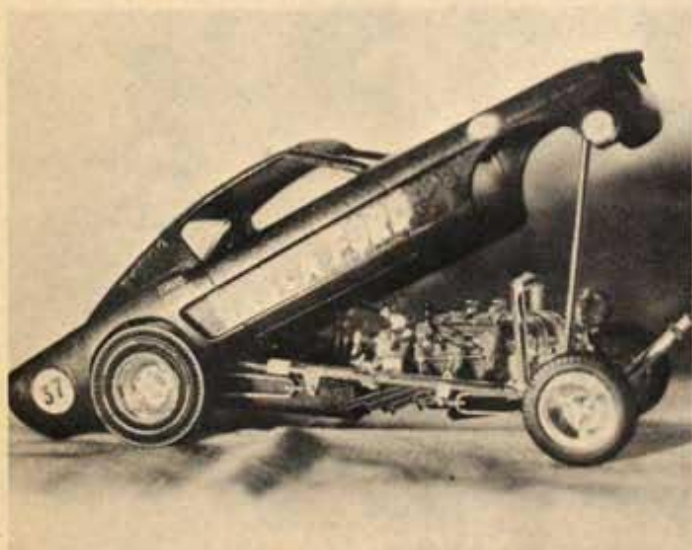
Mike Warrick, Morris, Ill., digs go-muscle, which is what his '25 T dragster has got but definitely! His asphalter is a combination of T body, '61 Buick wheels, 421 Pontiac mill, and frame and tank from AMT's Hot Rod Frame kit.

Stop going "Tsk, Tsk," or we'll make ya turn the page. What's the matter? Ain't you guys never seen a '67 Tidemobile? It's from Dave Spry, Elmwood Park, Ill. . . . whom we suspect isn't really serious about the whole thing.





It's a "Drag-stang" . . . from Bob Green, of Wabash, Indiana. Reworked strictly for the asphalt, the Hoss has lost its lights and grille. Front end has been filled with putty, and the body's been molded solid.



Want an Orange Crate flavored Mustang? Here's one from Paul Erb, of Corpus Christi, Texas. The frame is O.C., with the Hoss body modified to fit. Engine is a full-wired, blown, 427 with Offenhauser valve covers.



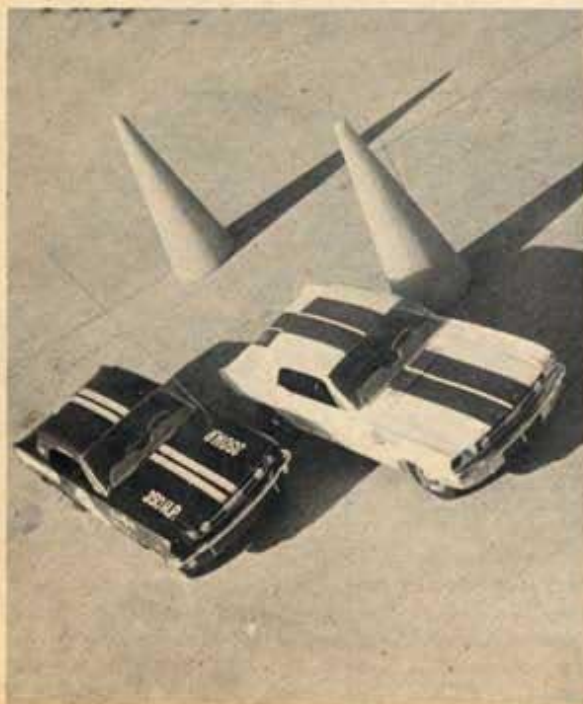
From Jim Seivers, of Lind, Washington, came this once-upon-a-time Cobra, riding on an AMT Double Dragster frame. Rear end and windshield of the D.D. replaced the Cobra tail, while both frame and body were modified to accept the Allison engine.

THE SLOTLESS WONDER AND

THE FLYIN' THINGIE



Radio control racing is a real gas! Here two Testor Mustangs snort through a gentle bend. You can choose your own "line" through the corner too, as these cars go exactly where you tell them to! Makes the racing exciting!



The chassis is revealed here. Great scott, it's a sidewinder! Slot racers should feel right at home. The motors get their power from that Nickel-Cadmium battery pack, right behind the motor. It's rechargeable, and the charger comes with the car, free.

THE TESTOR PEOPLE TAKE A
DOUBLE PLUNGE INTO THE
ACTION WORLD OF
RADIO CONTROL WITH A
MUSTANG FOR THE ASPHALT
AND A HIGH FLYER FOR THE
WILD BLUE.

Some big-hearted genius in Testor's secret workshop has finally succeeded in bringing the price of radio control equipment down to our budget-conscious level! Until this happened, the cost of even the simplest piece of R/C gear was close to impossible. Naturally it had a sobering effect on *would-be* radio control fans, like us, who have to work with thin wallets.

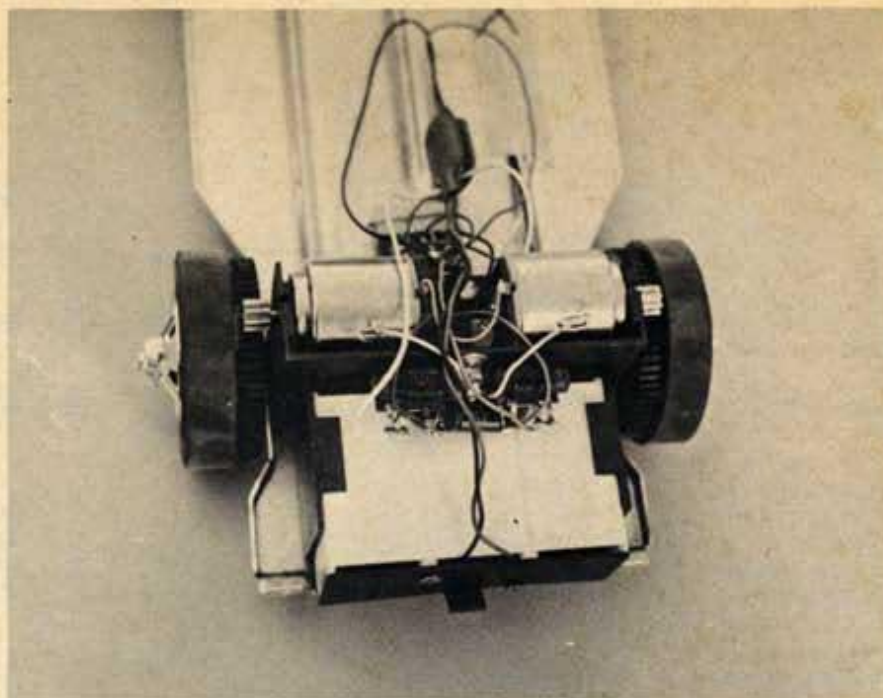
That's all a thing of the past now! Testors has just unleashed a beautiful 1/11 scale radio controlled Mustang GT, and a sharp looking, and simple-to-operate airplane; both of them reasonably priced. These two pieces of R/C equipment have just got to introduce more new "free-action" fans into this fascinating field in the next two months, than were seen in the past two years!

Okay gang, we realize that the cover says "MODEL CAR SCIENCE," so we'll report on the car first. *But*, at MCS we believe in reporting on *anything* in the hobby field that is really something else, so, if you'll just button your cool awhile, we'll give you a look at the plane too.

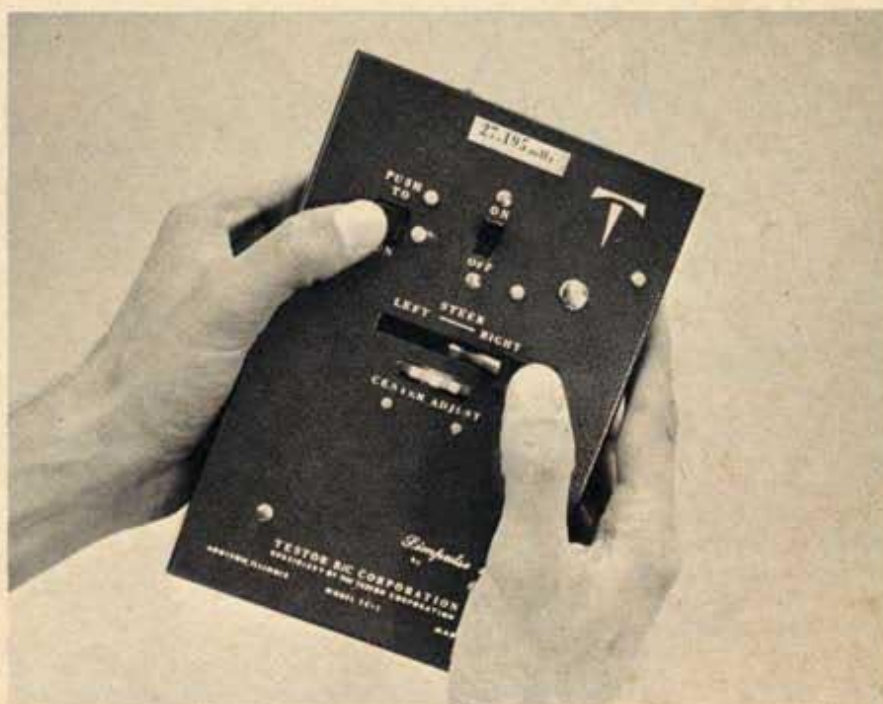
First of all, any of you who are a bit frightened at the idea of operating a radio control transmitter . . . relax! Nothing could be simpler. A six year old boy can operate Testor's R/C rig, and make the Mustang perform like a Champion! In just a few minutes time, you'll be flinging this sleek machine around the nearest stretch of asphalt like Sterling Moss.

The Mustang will run for approximately an hour on a fully charged set of batteries. A handy little Nickel-Cadmium battery charger is included with the car, to recharge the Nickel-Cadmium batteries that the car uses for motive power. The transmitter batteries are simple penlight units.

The car is a full-detailed copy of the Mustang. It is 16" long, 4" high, and 6" wide. And it'll tuck thru a turn with a radius of 3 feet. The motors are similar to slot car "cans", and are parked in sidewinder position, directly in front of the battery pack. The chassis is tempered aluminum, and the body is made of high-impact Polystyrene. Top speed



The motors drive through spur gears. Only the motor that is used in a right turn, for instance, will respond to the transmitter. The other is temporarily disengaged during the turn, resulting in a true differential action.



Hold the transmitter like this. To make the car go, push the "motor" button with your left thumb. To make it turn, use your right thumb. Always hold the transmitter so the antenna is in an upright position.

of the Mustang is 100 scale miles per hour (which may not sound like Bonneville, but is still fast!). The car weighs 2 lbs., 8 ounces.

Operation is simplicity itself. Just push the switch under the Mustang's chassis, to "on" (it has two speeds, high and low), then switch the transmitter to "on". Hold the transmitter as shown in the photo, with your left thumb on the "motor" button. Simply push this button down, and the car takes off. If you want it to go right, push the lever to the right. (Ain't that keen and easy?) The steering is full-proportional, meaning it can be turned to the right or left in small degrees, if you wish, and not have to veer sharply to the right and left. This allows the car to be driven with a high degree of controllability.

Races are a real gas! Set up a course, preferably on a smooth, hard surface. You can race up to three cars at a time, providing all of them are on different channels. If two cars are entered that are on the same frequency, chaos will result, as each car will be receiving signals from two masters. Even machines get confused under these conditions!

Unlike our beloved slot cars, the R/C racing machines need no slot to guide them. They'll go any where you send them. Consequently, you can cut across in front of your competitor, and "shut the door on him" in a corner, just like the real cars do. You pick your own line through the corner, and hang in there, just like Jimmy Clark! You can't imagine what a ball it is!

The R/C airplane is a bit more difficult to get used to, although the simple techniques can be mastered with very little difficulty. Unlike the car, the airplane does not "hang around" in midair, waiting for you to make your mind up about your next move. It keeps right on going. Therefore, reaction times are a bit more critical, but once you get the hang of flying this beautiful ship, you can make it do a wide variety of stunts and maneuvers.

The plane is 27" long, with a 44" wing span, and weighs approximately 23 ounces. It has a tricycle landing gear, mounted under the red and white airframe. The fuselage is made of super high-impact polystyrene, and the wings and stabilizer are of super-light styrofoam. The plane uses a healthy .049 c.i. engine for power, and will stay in the air under power, for approximately 4 minutes. It doesn't sound like a long time, but you'll be surprised. You can add another 2 minutes to that, for glide, after you run out of gas.

The transmitter is similar to the unit used on the car, at least in looks. Check the specifications for complete technical info.

The wings and stabilizer are held on



It's a brave new world! No license is required to drive these R/C cars. Quit laughing fella, we mean a radio device, like those ham fellas have!

RADIO CONTROL SPECIFICATIONS

CAR

COMPONENTS:

Transmitter, actuator, receiver, nickel-cadmium batteries, and battery charger.

TRANSMITTER:

8 transistor, single tone, AM modulated, relayless pulse. Unijunction and silicon transistors. 12 volt battery. 100 milliwatt input. Flexible 24" antenna. Size — 7-1/8" x 4-7/8" x 2-1/4".

RECEIVER:

9 transistors, pulse width rate decoders.

ACTUATOR:

Powerful dual coil. Twin magnet actuator for ultimate in reliability.

FREQUENCY:

Three frequencies — 26.995, 27.095, 27.195.

CHARGER:

Isolated transformer type charge with "U.L." listing for safe charging. 115/125 V.A.C. 50/60 CY.

Spare battery pack available—\$14.95.

Price of car and transmitter (including battery charger) — \$79.95.

NOTE:

No Federal Communications license is needed to operate this car.

RADIO CONTROL SPECIFICATIONS

PLANE

COMPONENTS:

Transmitter, actuator, receiver, battery box, nickel-cadmium batteries, and battery charger.

TRANSMITTER:

8 transistor, single tone, AM modulated relayless pulse, unijunction and silicon transistors. 12 volt battery. 1600 C.P.S. audio tone frequency. 250 milliwatt input. Center loaded 52" antenna. Size — 7-1/8" x 4-7/8" x 2-1/4".

RECEIVER:

9 transistors, superheterodyne receiver with pulse width decoding.

ACTUATOR:

Powerful dual coil, twin magnet actuator for ultimate in reliability.

FREQUENCY:

Five frequencies — 26.995, 27.045, 27.095, 27.145, 27.195.

CHARGER:

Isolated transformer type charge with "U.L." listing for safe charging. 115/125 V.A.C. 50/60 CY.

Price of plane, transmitter, and battery charger — \$89.95.

NOTE:

Super light Styrofoam wing and stabilizer may be obtained separately for custom plane design or replacement parts, for just \$5.00. The plane can also be obtained in kit form, without motor or radio control equipment, for \$19.95.

A Federal Communications license must be obtained before this plane can be operated. No test need be taken. Simply get the FCC forms from your post office, fill them out, and send them in. That's all there is to it!

by healthy rubber bands. These serve two purposes. They keep the wings on (obviously), but also allow the wing to move a bit in case you bring the ship in under "unusual" circumstances. Like straight down) At any rate, you'll find it very difficult to damage this sturdy airplane.

Your first thought, upon looking at the transmitter, will no doubt be "the thing can be steered left or right, but how do you make it go up and down?" The plane is constructed so it has a built in climb. In other words, if you set the airplane on a cement slab, such as a parking lot, start the engine, and center the radio control "stick", the plane will start rolling straight and true down the strip, and when it has built up airspeed, it will lift off just like the real thing, and start climbing by itself.

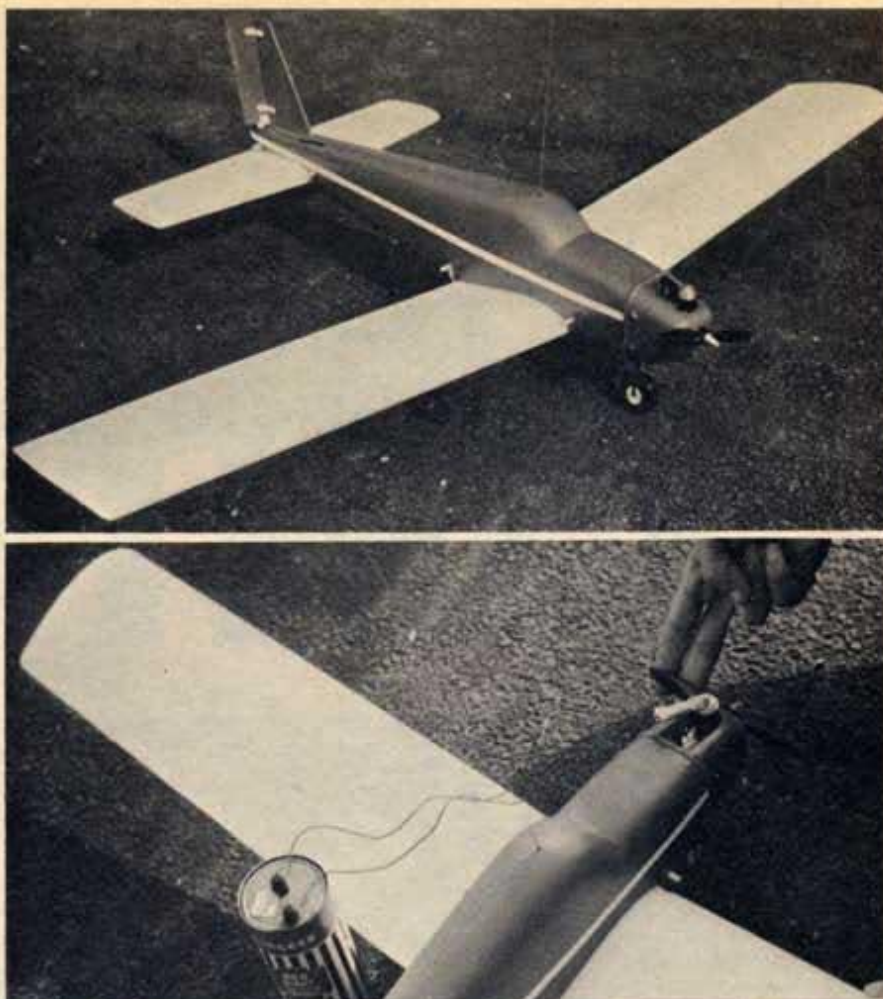
Okay, that's how it climbs. Now, when you have sufficient altitude, upon take-off, (at least 15 feet) you can start a gentle left or right turn. Simply turn the "stick" a bit to the right, let's say. The transmitter will send the signal to the rudder, and it will move out to the exact degree you tell it to. Now, little chums, if you give it a hard right rudder, at this low altitude, you'll have the plane back on the deck faster than you can say "Speedy Gonzales"! A hard rudder application will bring the plane hard over on one wing, resulting in a steep bank, and a sharp loss of altitude. If you keep the rudder in that position, the plane will go into a screaming dive, and from that into a tailspin. If you have sufficient altitude, you can recover easily by merely centering the stick. The plane will pull out by itself.

That's how you make the plane dive. Simply give it hard right or left rudder for a brief second, put the plane into a nose dive, then center the stick. It will pull out by itself. With correct timing, you can judge exactly the altitude you want to pull out at. When the plane does pull out, it immediately starts back up, and at a pretty sharp angle this time, since it has the momentum from the dive. Unless you give it a gentle left or right rudder, once it has started its climb, the plane will stand on its tail and "stall." If it's a low altitude stall, the plane will simply "fall off" and head for the ground fast. If you have enough altitude, it will "fall off" and recover by itself.

There's very little you *can't* do with this great flying airplane. The total cost of the rig is minimal compared to past prices.

A complete instruction book comes with both the car and plane.

These R/C cars and planes have a tendency to get into a fellow's blood stream. Don't be surprised if you see more articles on them in the future! How would you like that guys?



The Testor airplane is a beauty. Takes just a few minutes to attach the wings and stabilizer, and you're almost ready to go. "Prop" the engine with two fingers, like this, to avoid rapped knuckles. When the motor starts, pull the starter wires off.

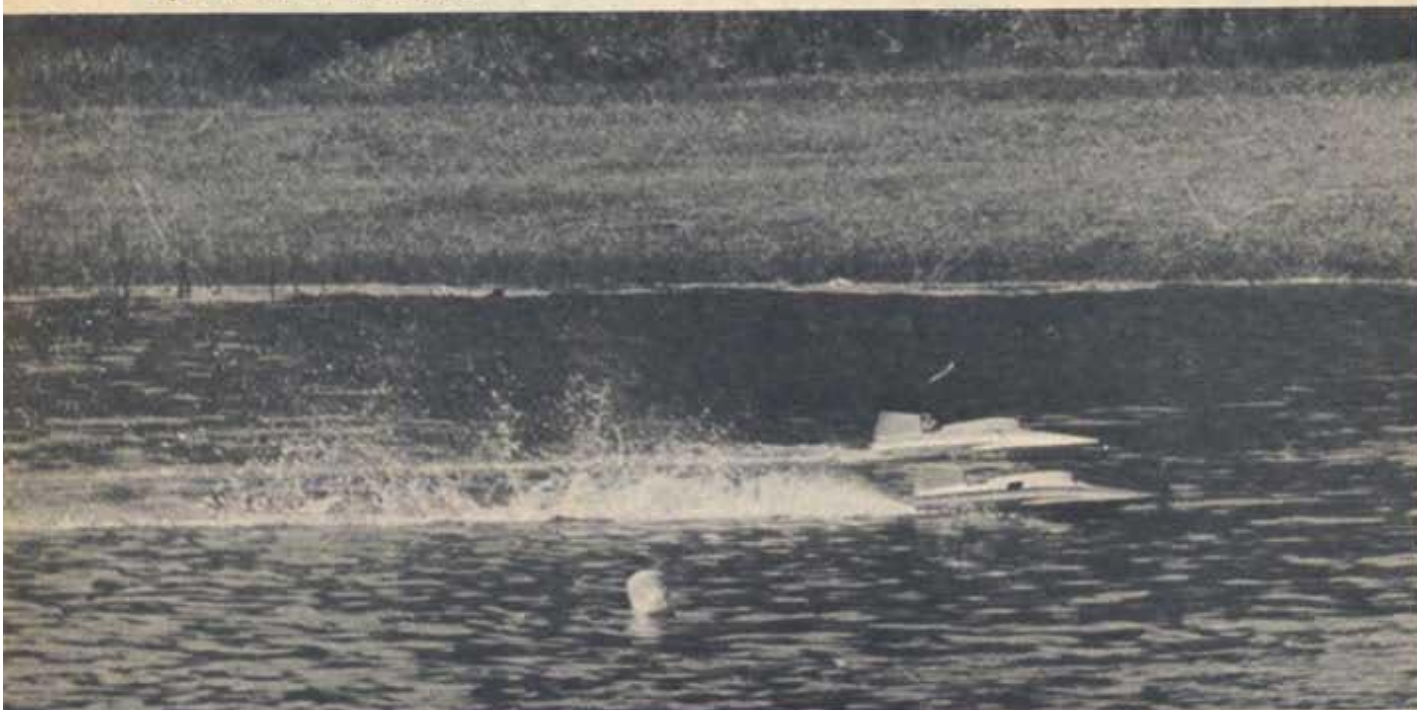
You can use an ROG takeoff (rise off ground), or hand launch it, like we're doing here. Don't throw it, just ease it out of your hand like you're throwing a paper glider. The rest is up to the pilot!



THE ACTION WORLD OF RADIO CONTROL

What's it like in the land
of R/C . . . For a word,
try something FANTASTIC!!

By Marshall Nealand



IS HEINRICH RUDOLPH HERTZ YOUR HERO? He ought to be, if you're even remotely turned on by the fantastic things that are happening in the world of Radio Control. Way back in 1887, the then young German scientist discovered how to create electric waves, and proved that they could move through space somewhat like light. It may all sound rather basic, but from this discovery there developed the science of Electronics . . . and ultimately, the sport of R/C.

Put in its most simple terms, Radio Control is the operation and guidance of electric (and/or gas) powered models by means of electrically transmitted signals. Sounds a little dry, doesn't it . . . maybe even a bit dull. But, now try

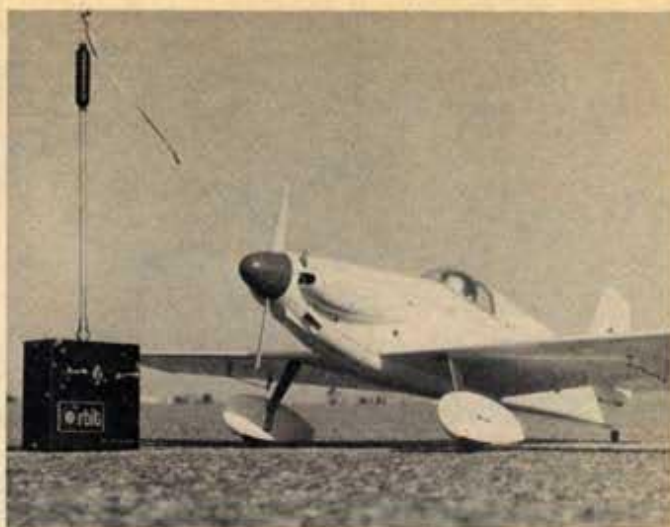
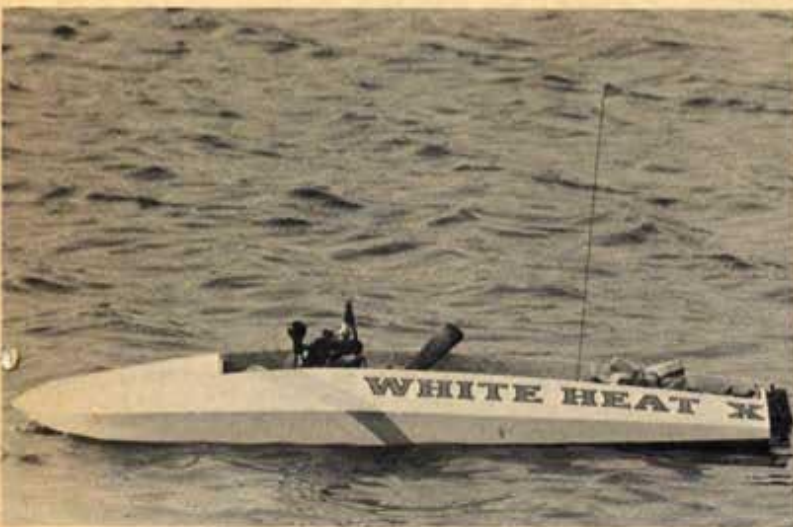
thinking of R/C in terms of ACTION . . . scale submarines that dive, fire torpedoes, even launch scale rockets; or how about a beautifully detailed USAF turboprop XB-47-D bomber that can do everything but blitz the neighborhood. There's a whole world of unbelievable machines; cars, planes, speedboats, tanks, cranes . . . almost anything that can move, roll, fly, sail, crawl. This is the world of R/C. And it's all done without wires and without slots.

You've heard about the new Mustang and airplane from Testor. A lot of R/C fans literally flipped a wig or three when they saw the sharp equipment and the budget price. BUDGET PRICE?? Yes sir! You'd better believe that the Testor

A-C-T-I-O-N is the word for the world of Radio Control. Here two high-powered hydro boats let fly with the white water, for the thrills no slot track ever knew!

tag is pretty cheap, compared to the usual going price. Electronic gear, like transmitters, receivers, and actuators, can be complicated and consequently rather expensive. That's one reason why the R/C sport has generally been limited to serious adults only. But, hopefully, that's all a thing of the past. Prices . . . cross-your-wallet-and-hope-for-the-best . . . may be coming down.

What kind of hairy gear would you need if you took a try at R/C. Well, it



Pick your action and your price . . . and you're off. The midget Goodyear pylon racer, built by R/C'er Dick Riggs, can do 100 mph plus! And the White Heat hydro even looks fast just floating idle.

Photo By Dick Tichenor


Among the R/C'ers who favor the wild blue, the hairiest event has got to be pylon racing, where high-speed aircraft whip around pylon towers at fantastic speeds. Ready . . . Set . . . R-O-A-R!!

Photo By Dick Tichenor



Photo By Dick Tichenor

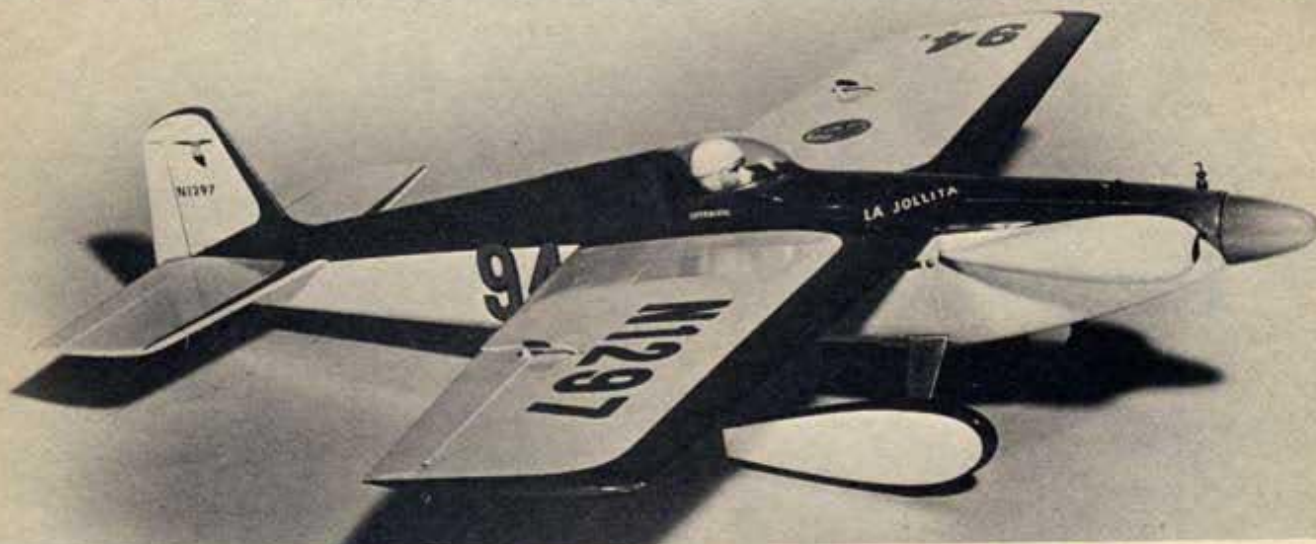




It takes a good eye and a feel for the throttle to pilot a Hot Boat over a tough water course . . . with speeds over 50 knots!

You'd have to look twice, maybe three times, to notice that this power boat and skiff aren't for real.

For aircraft, you can scratch your own, or pick up a beautiful kit like this "La Jollita," high-powered pylon racer.



all depends on what you'd like your model to do. First, of course, you'll have to decide what you're going to run . . . plane, car, or boat. Now, if you want to pull some really fancy maneuvers, you'll probably need what's known as multi-channel, proportional control. Right away that even *sounds* expensive! A single channel control device is much less complicated and costs less (usually) than multi-channel equipment. But, at the same time, you can't do as much.

A single channel device uses just one radio link between the transmitter in your hand and the receiver in the model. It's the type of control used in the Testor equipment . . . it turns the Mustang's wheels and the plane's rudder. However,

a multi-channel control uses, say, four different radio links . . . and can practically make a Mustang stand on its radiator cap!

Once you've settled on a particular type of model . . . and many experts suggest that beginners ("tryos," in R/C talk) start with a boat or car . . . take a deep look into your wallet. Prices for control equipment *alone* range from \$30.00 to \$450.00, from basic single channel gear to the top line in multi stuff. But, if you start off simple, and build your model from an inexpensive kit, your cost shouldn't be much more than a well-stocked stable of quality slot cars. And believe me, the real difference in free moving action is some-

thing else.

Ok, so maybe you're interested. What do you do next? First, you can drop a line to the Academy of Model Aeronautics, 1025 Connecticut Ave., N.W., Washington, D.C. 20036. This is about the biggest R/C organization in the U.S. The folks there can steer you to a club in your vicinity, plus send a ton of literature your way. And secondly, if you'd like MCS to work up some inexpensive R/C projects . . . particularly, a trackful of slotless slot cars . . . drop us a postcard or two. Maybe Lonesom' George Siposs will even try some R/C action with those Gas Gulpin' Terrors he's been tinkering with. Anybody out there reading our signals??



*Take a trip across the local pond,
and maybe freak out a duck or
two, as you stay high-n-dry on the
dock . . . even up to a
mile away!*



*And if you like detail, you
haven't known what it's really
like until you've tried a mean
looking PTF . . . for
Patrol-Torpedo-Fast!*



THE ART OF BLOWING BUBBLES

If you've been looking for a custom bubble top and other clear plastic goodies, here's how to make your own without letting the air out of your budget!!

By Jim Brewer

I'm forever blowing bubbles. Well, you see, it's like this. I've got this little box with a couple of holes in it and when I hook up the vacuum cleaner—whuuump! I get bubbles.

There are similarities in making plastic bubbles and soap bubbles but for plastic you don't use a pipe. Plastic bubbles can be formed by an adaptation of the industrial technique known as "free blowing". The process consists simply of exposing a heated sheet of plastic to air pressure and shaping the resulting bubble by use of a template. The accompanying photographs show shapes that were formed by templates of rectangular and tear-drop designs. Although the shape depends basically on the template it is also influenced by temperature, pressure and time.

How can you make a bubble to fit a model car? Well, here's how. Just build yourself a wooden box or "pressure chamber". The size is not critical but the one used here is 10" long, 7" wide and 6" high.

The bottom and top pieces of the pressure chamber are made of 1/4" plywood. The sides are of 1" pine. To get a good air-seal, the bottom and the sides of the box are glued with white glue and then nailed. The top of the box has an outside dimension of 8" x 11" so that it overlaps the sides of the box by 1/2" on all sides.

A 3" x 5" hole is cut out of the center. Also, since you may sometime want to change the size of the 3" x 5" hole, fasten the top down with screws and do not use glue.

However, before putting the top on the box, cut a round hole on one side about 1" from the bottom. This is the opening for the vacuum cleaner hose and its size will be dictated by your particular vacuum cleaner. It will probably be about 1-3/8" in diameter and should allow the hose connection to fit snugly.

One more thing before screwing the top on. Cut a piece of 1" board about 3" high and 4" long and place it edgewise on the bottom of the box in front of the vacuum cleaner hole. It should be positioned about 1-1/2" in front of the hole and fastened to the bottom of the box with screws. This is a baffle plate and it tends to equalize the pressure inside the box. Also, by pushing the vacuum cleaner connector up against the baffle, the amount of pressure can be regulated to some extent.

Incidentally, the hose should be hooked up to the blower and not to the normal suction connection of the cleaner. The same results can be obtained by producing a vacuum in the box, rather than

pressure, but it is more difficult to view the bubble while it is being blown.

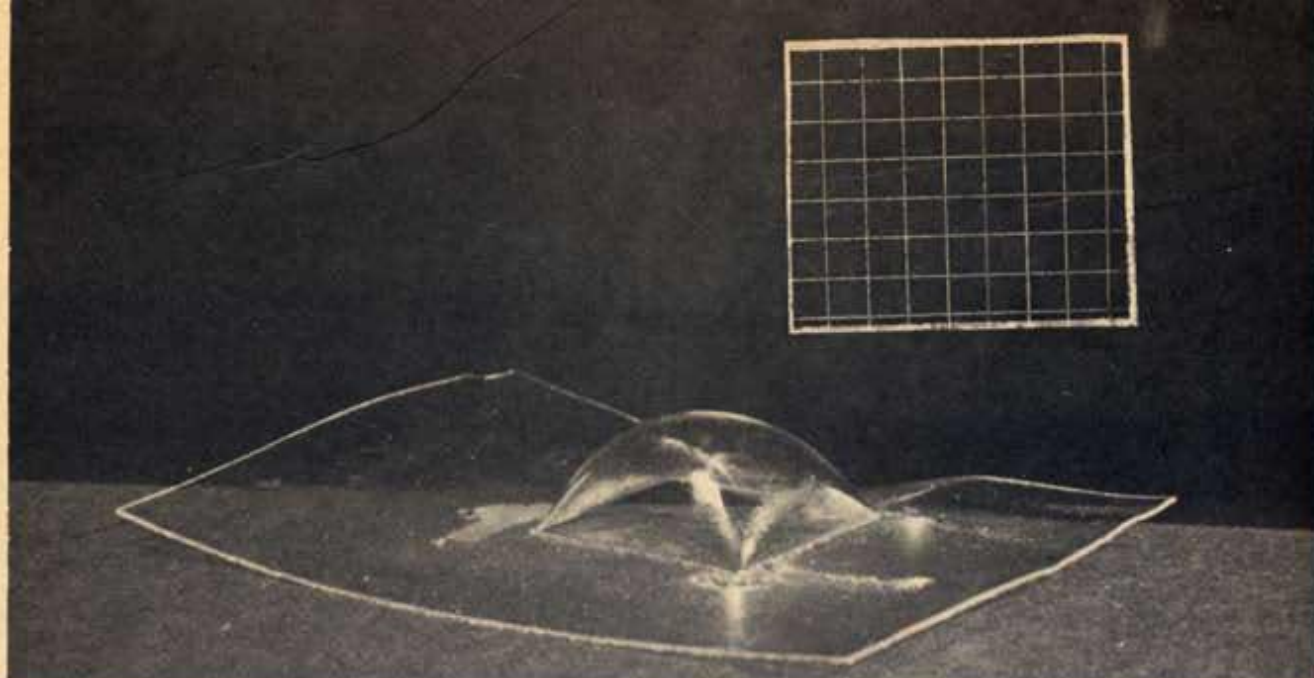
The top can now be secured to the box. With this done the pressure chamber is complete.

Two more pieces are required before production can begin. Both of these pieces can be cut from 1/4" plywood or 1/8" masonite. Both pieces must be the same length as the top of the box. They should be cut to a width that allows them to cover the 3" x 5" hole with a margin overlapping by about an inch.

One of these two pieces is the template which will give the plastic its shape. To form the hole in the template, draw the desired outline on paper and then transfer it to the plywood by tracing with carbon paper. After the outline is transferred to the plywood, cut the hole with a coping saw. Be sure to cut well inside the lines so the hole can be trimmed and smoothed.

The final piece of plywood is a back-up for the template and its purpose is to hold the plastic firmly against the template. The hole in the back-up is roughly the size and shape of the template only somewhat larger.

OK — now for the fun. Obtain a sheet of heat forming plastic or ordinary plexiglas from your hobby dealer or from a plastics supply house. Ask for .030"



thickness. From this sheet cut a piece which will overlap the opening in the template by at least an inch on all sides. Place this between the template and the back-up to form a sandwich. With the template on top, place this sandwich in a kitchen oven pre-heated to 350°. Do not allow the plastic to get too hot as this might cause the surface to become covered with tiny air bubbles or the clear plastic may develop a milky or cloudy appearance.

The plastic sheet will tend to droop when it becomes hot so it may be necessary to rest the sandwich on blocks of wood in the oven to prevent the plastic from touching the oven rack.

Leave the sandwich in the oven at the 350° temperature for three minutes. In the meantime, set the box in a convenient place near the oven. Plug in the vacuum and connect the hose from the blower into the round hole in the side of the box. Get two pot-holders ready to be used in taking the hot sandwich out of the oven. So that you will have both hands free, position the vacuum cleaner so that you can switch it on with your foot.

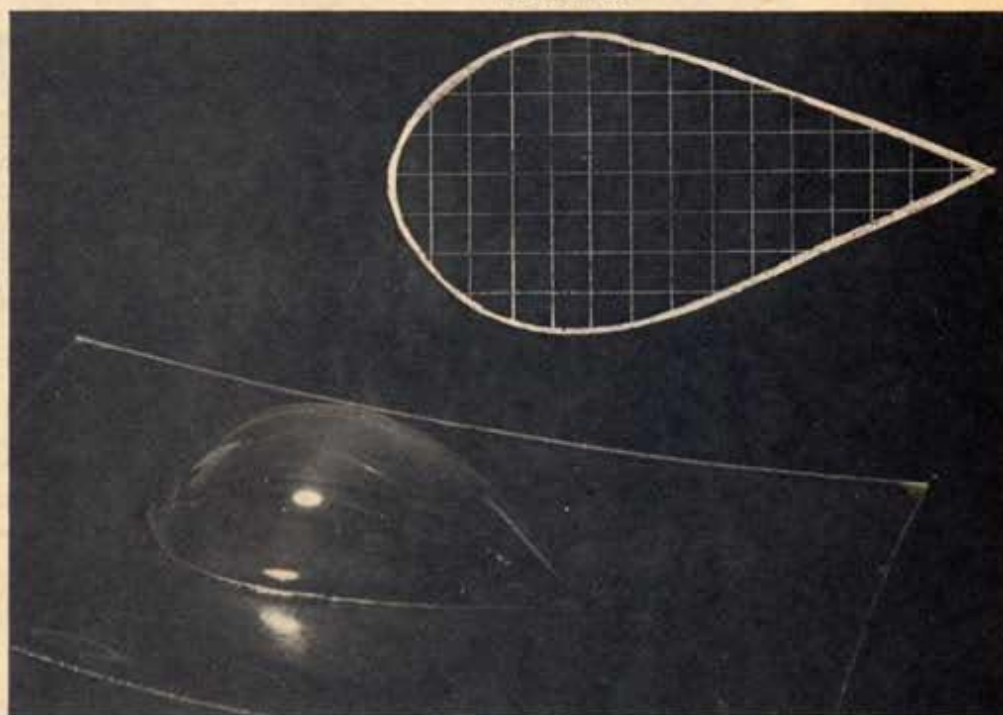
When the three minutes are up, remove the sandwich from the oven and hold it tightly against the top of the box with both hands. Turn on the vacuum cleaner and watch the bubble blow. When it reaches the desired size, switch off the cleaner. The formation of the bubble usually occurs quite rapidly so be prepared for quick action.

The bubble is now completely formed and is ready to be trimmed and fitted to your model.

The variety of modifications that can be made for models is limited only by imagination in designing different templates. For the person who is individualistic; who likes to build things that have a custom-built yet professional look; free blowing will be very appealing. Welcome to the fun.

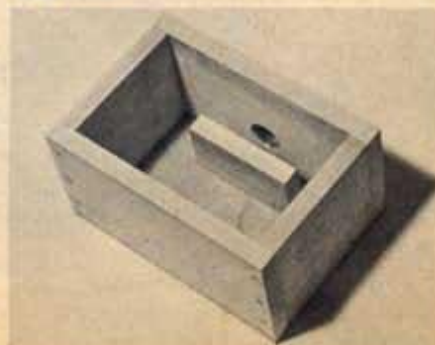
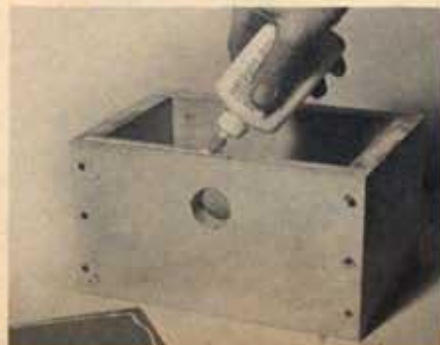
Free blown bubble resulting from a rectangular template. Inset in photograph shows shape of template used.

This bubble was formed from a tear drop pattern. The variety of shapes that can be blown is endless.



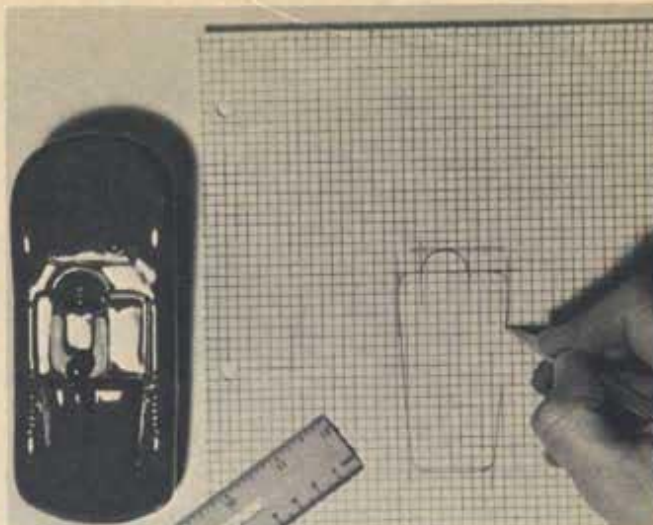
To construct box, the sides have been glued and nailed together. The bottom is also glued and nailed.

A round hole has been cut in one side for the vacuum cleaner hose. Mount a baffle in front of the hole.

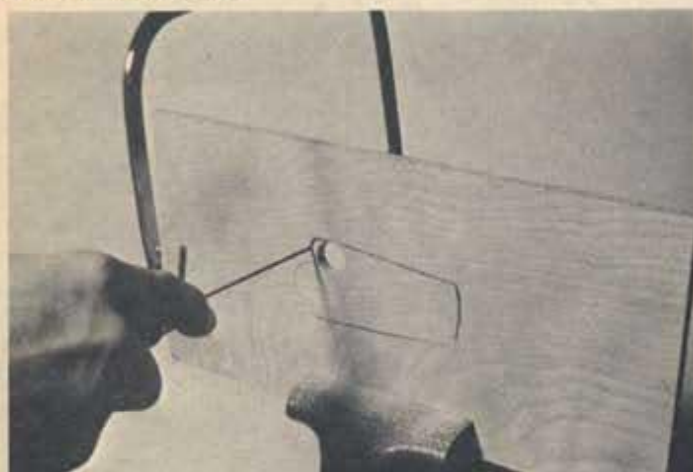




The top of the box is fastened by screws rather than nails and glue. This is done so that tops with different sized holes can later be installed.



A bubble is going to be blown to fit this Porsche. The desired outline is first drawn on paper.



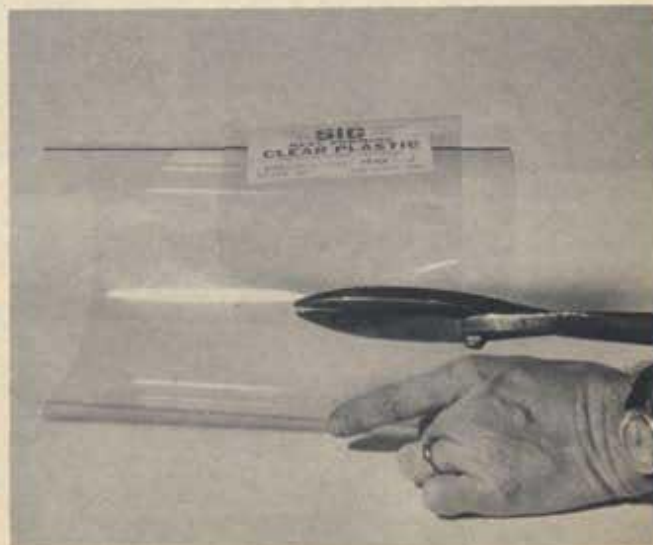
Using carbon paper, transfer the outline to a piece of $\frac{1}{4}$ " plywood which will be used as a template. Cut out the pattern with a coping saw.



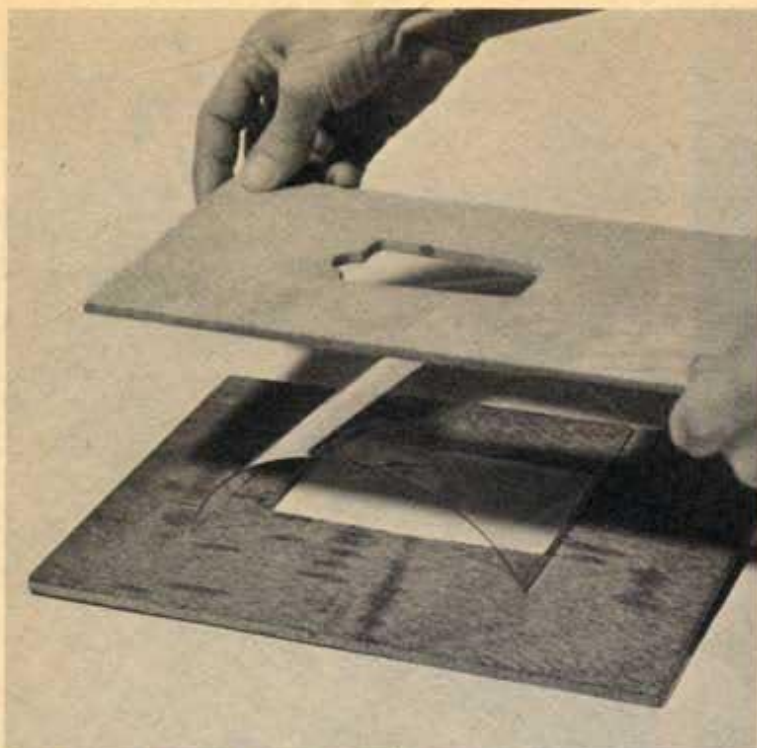
Cut slightly inside the line so that rough edges can be trimmed. A wood rasp is used to smooth out small round corners.



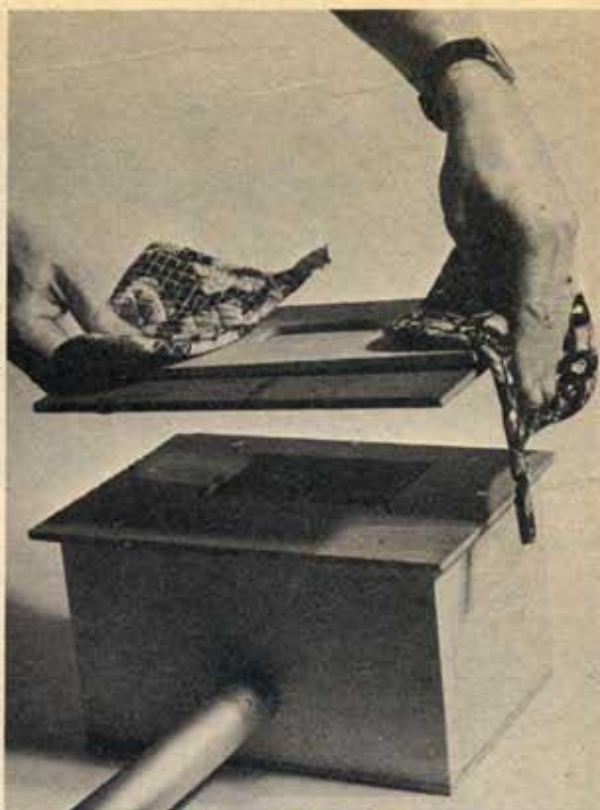
Other sizes of round corners can be smoothed with pieces of broomstick or dowel wrapped with sandpaper.



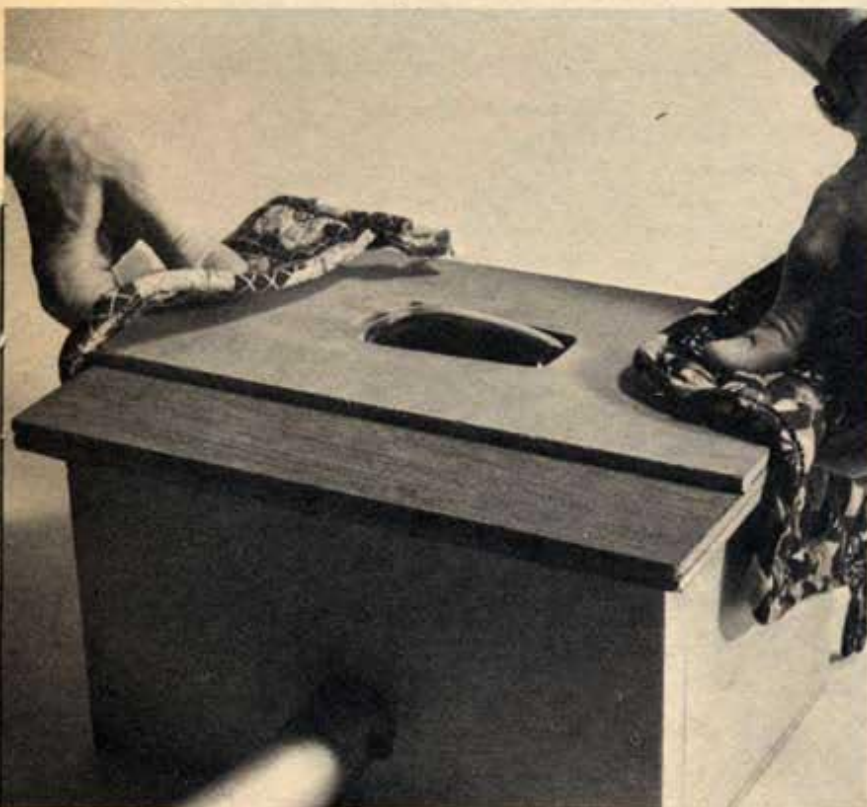
Cut a piece from a sheet of heat forming plastic or plexiglas of .030" thickness.



One more piece of $\frac{1}{4}$ " plywood is cut the same length as the template and the top of the box. The hole in it is slightly larger than the template opening. Sandwich the plastic between this piece and the template.



Place sandwich in oven for three minutes at 350° . Remove the sandwich from the oven and place over the hole in the top of the box.



Note vacuum cleaner connector fitted into box. With sandwich held tightly against top of box, turn on vacuum cleaner until bubble reaches desired size.



These steps must be done quickly before plastic can cool. Here the bubble is completely formed.

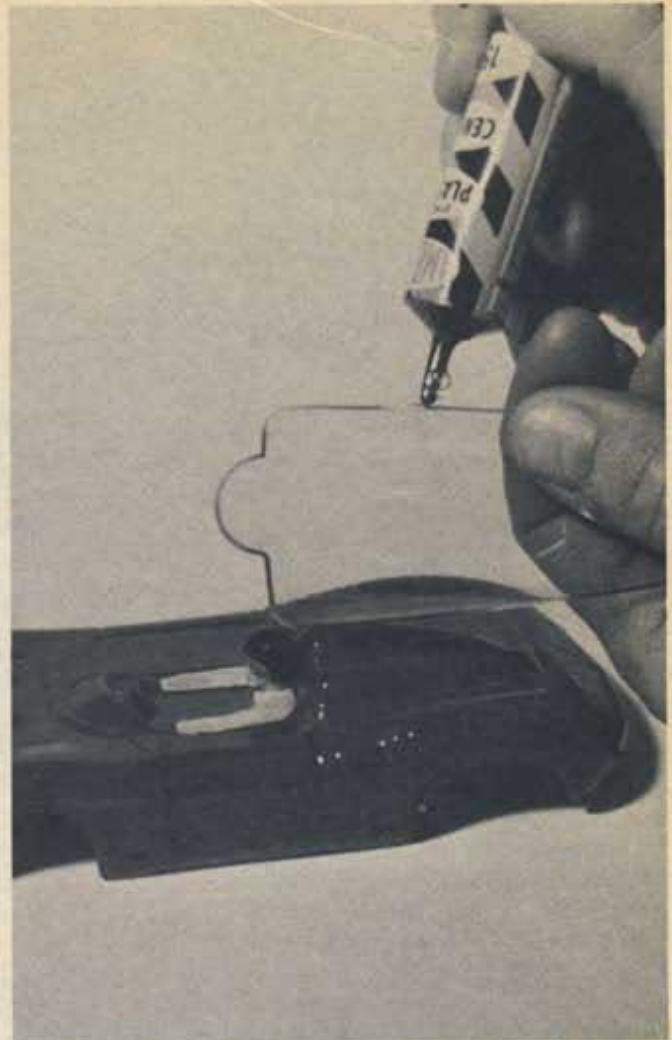


With an Exacto knife, carefully trim off the edges of the bubble.

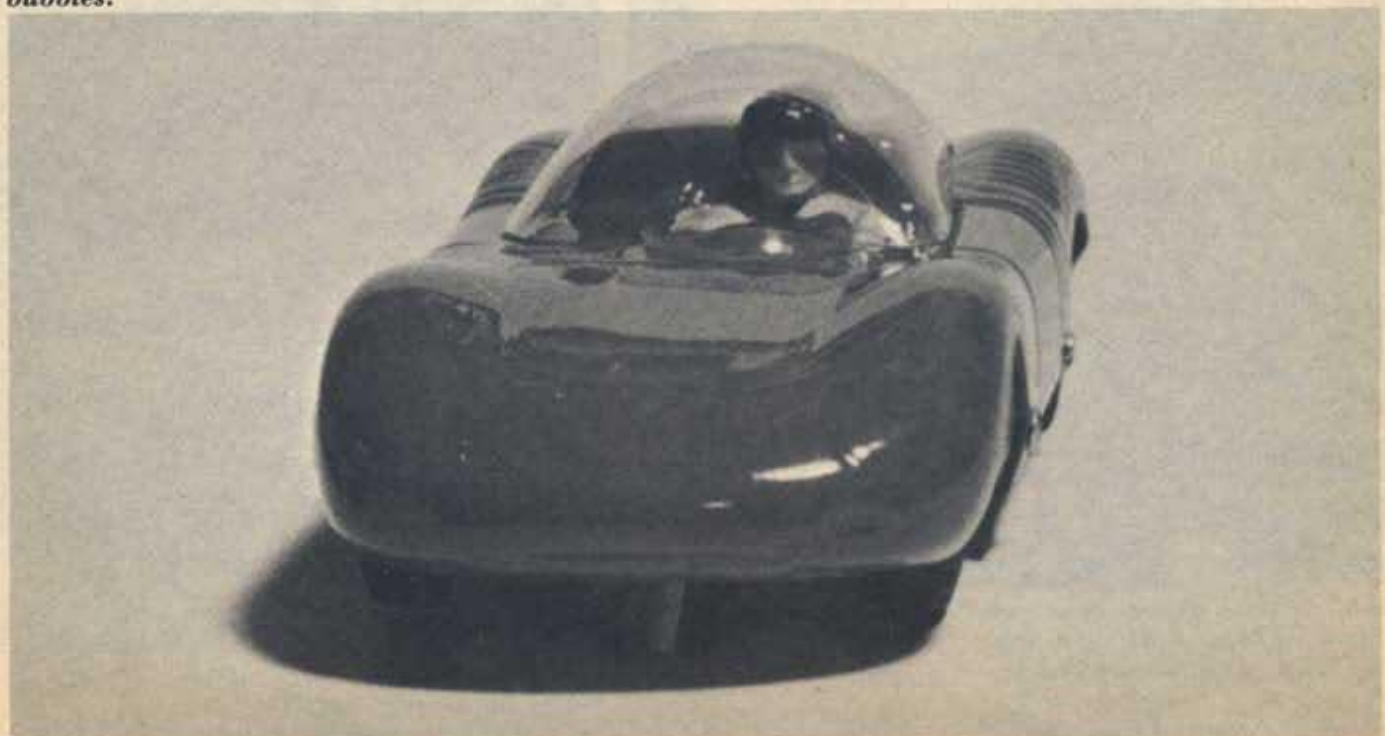


Final fitting and trimming is done by sanding smooth.

So now go blow your own bubbles.



Plastic cement is used to glue the bubble on the body of the Porsche.



7 WAYS TO THE WINNER'S CIRCLE

MOST SLOT RACERS WOULD RATHER WIN than anything else. When the trophies are passed out, a handshake and a "nice driving" aren't of much use. But what if you aren't the fastest driver. Your car can't quite keep up with the leaders down the chutes. O.K., you're two points down; but here are seven more that can put you ahead . . . like a "pro" thumb.

When the practice sessions begin on the track before the race, start off by *checking the competition*. A few cars will most likely be faster than others, so politely pick up hints on types of tires, gear ratios, and other easily changeable accessories. This will aid you in setting up your car for your initial testing. A stop watch is also helpful if there is no track timer to get the final drops of strength from your car.

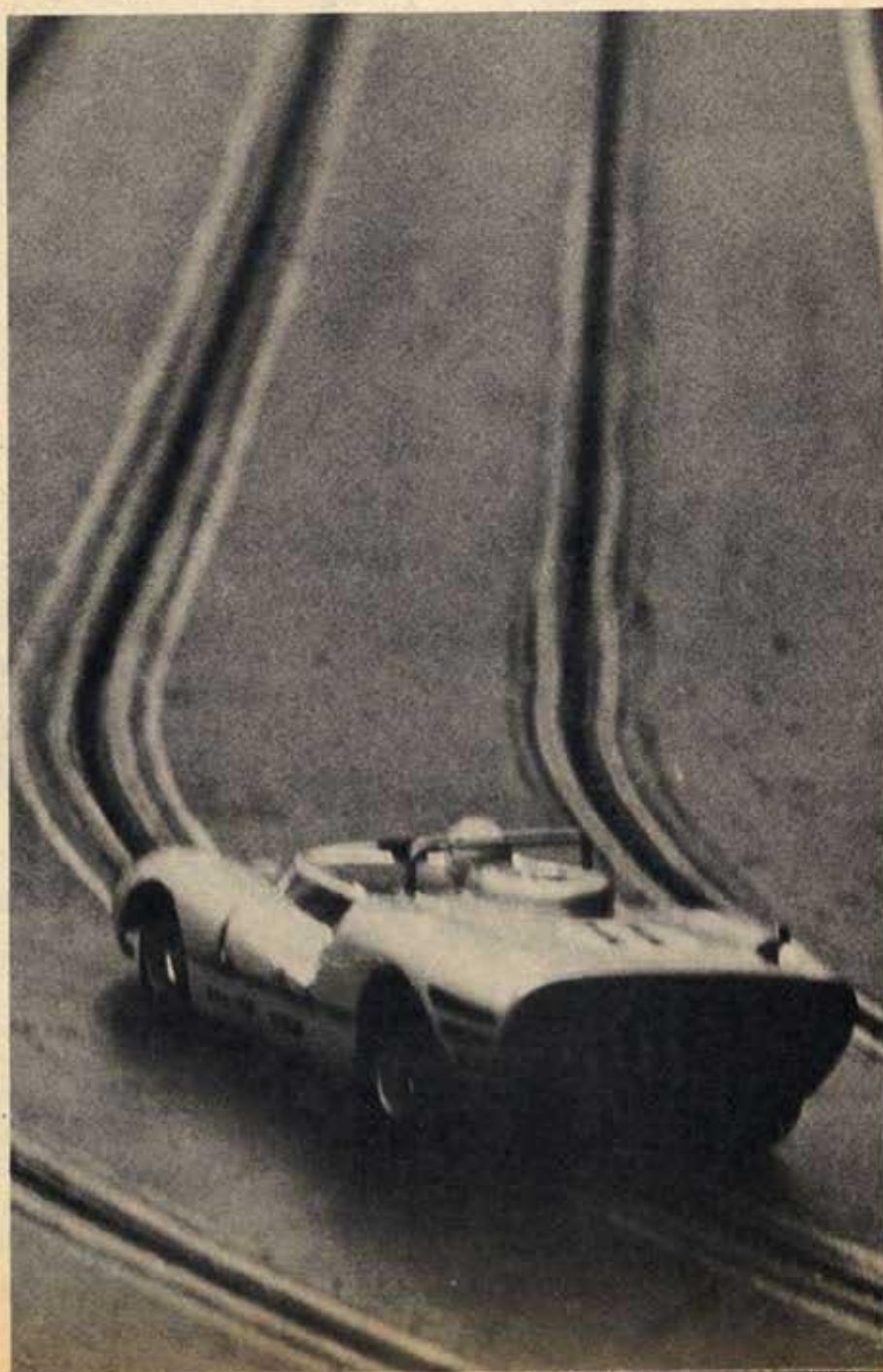
During your pre-race tune-up, your first job will be in sorting out the car for speed until you feel it has reached a peak. All further modifications to the

If you've got a good thumb and a decent car, here're the "professional" secrets that can take you straight to the gold!

Photos by Chan Bush



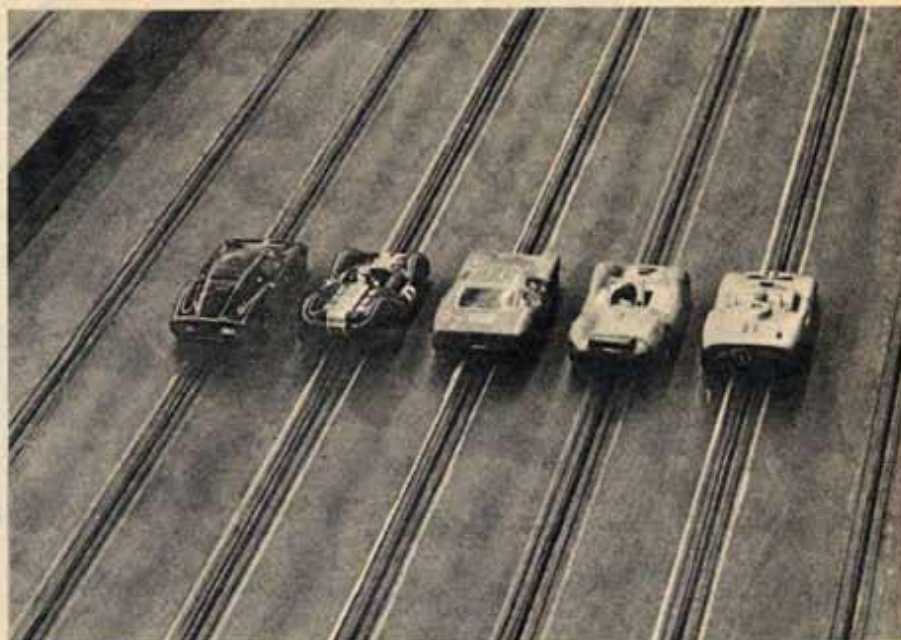
If you'd rather win than just be an also-ran, there are seven basic speed secrets you should know . . . and not one of them is spelled cheat.



7 WAYS TO THE WINNER'S CIRCLE

racer then turns to handling. In cases of extremely close matches, the better handling and easier to control car has the upper hand; while in gross mismatches the faster, ultra-responsive machine can "stroke" around slowly and easily win. Cars with peak traction and super-quick braking and acceleration consistently shatter records in time trials, but prove hard to control in tight traffic situations. While you practice, test your cars for in-traffic maneuverability. Using the hints you picked up in watching the hots, adjust weight, experiment with new tires, and test tire traction additives to suit the track. If the course seems to be putting a heavier wear on one side of your pickup and not on the other, you can utilize slightly longer lengths on the bad side.

Preventive maintenance adds a little speed and can help in lowering lap times a bit; but more importantly, the lack of it can put your car into the pits and out of the race. Broken soldering joints, loose screws, worn out motor and pickup brushes, and stripped gears have put more fast cars into a disappointed driver's box than anything else. If you drive a solid, well-prepared car it can be you that runs off like a train and watches the others fall off like flies in a rough race. Hitting walls and other cars by accident shouldn't knock you out of the race, if your car is sanitarily prepared and reasonably strong. Maintenance in the motor department includes taking out the brushes and either cleaning or replacing them if they are worn down. Carefully cut off a short piece of the motor lead wires and resolder them to the motor to make sure they don't break during a race. A nice touch to top it off is to run the whole motor through some Champion Electro-Whirl and get out all of the crud that builds up. Oil the moving parts of the car with Cox-Lube mixed with Aurora's special racing oil to insure smooth bearing surfaces. Lack of lubrication can cause motors and axles to heat up and freeze solid. Bring along some oil of wintergreen, castor oil, and a few different commercially sold tire products and run evaluations on their performance. The important thing to remember is if the traction lasts very long, and what will happen to your driving when it wears off.



Where do you begin . . . if you aim to beat the best? Start with the best. Clock the competition for the fastest. Then compare its gear with the stuff your car is running.

During the pre-race tune up, you'll want to check for speed. But don't overlook your car's maneuverability . . . how it handles can be more important than just going fast.

With your car well set-up for the track, you can now *check the track itself*. Learn to avoid going blindly into parts that frequently are crowded with de-slotted cars. Find which curves are the best for passing and, if you like, nerfing. Often some lanes have considerably better performance than others. You may have to choose; and what may be the best for others may not be the best for you, so this too is a factor. Variance in tracks, or lanes, may come at some inopportune times, like in the main event, so be prepared. Your car may be doing fine on one of the middle lanes, but a change may result in your finding some bumps you didn't even know existed. Practicing on all lanes before the race eliminates all this hassle.

An awfully large aggregation of slot racers have never even thought about it, but the *hand controller resistance* can make a fantastic amount of difference in the performance of their cars. If you've been using the same old control for the past few years, and use it for all of your cars from RTR's to rewinds, you're probably not getting the most from the car you're running. For the right feel for a hot rewind a low ohmage resistor is best, while high ohm jobs give better control of the stock ones. MRC, Cox, and Russkit all supply different resistors for their popular controls. They're a low cost way to get peak performance from each of your cars. Cox also has one control that does the job of FOUR, with 5, 7½, 10, and 15 ohm settings on the same handle.

Another area that is not yet commonly accepted as a performance alteration is *body modification*. Some bodies will handle better than others for reasons of low cg and weight distribution. In sports car racing, the spoilers and diaphanes are worthwhile additions on long fast tracks with sweeping turns. To prevent air from building up inside the body and thus slowing the car, vents can be opened to release the pressure.

The seventh and last topic for winning the race comes in the event itself. Your car now becomes secondary to *your driving skill*. Start the race slowly and work up to your fastest after a lap or so, while keeping in contact with the leaders. Eye the road ahead to avoid running into de-slotted cars. Often more time is lost trying to push your way through. Pick up time in braking, by feathering your hand control going into the turns and then applying full power as soon as possible. Above all, maintain sight of your car no matter what happens. The distraction of your attention for just an instant can turn your car in a pile. By driving defensively and smoothly, which is about the hardest thing to master in racing, you can find that the other six steps will pay off, and some of the gold will be yours.



Plan to stay out of the pits from the beginning. Weak soldering joints, loose screws, worn brushes, tired motors, and stripped gears can cut into your lap time. Look for 'em.



You may know your car, but have you carefully checked out the track. Get to know how each lane handles; which curves are best for passing; where most cars deslot and pile up.

Your car may be great, but are you thumbing the right controller. A hot rewinder, for example, needs a low ohmage unit; while a solid stocker needs the opposite.

A PANEL FROM A WAGON

Reworking a stock station wagon into a custom hauler is easy, once you know how . . . and here's how!

Panel trucks are really coming into their own. This is evidenced by the fact that more custom versions are hauling in the points at car shows throughout the country. Building a custom panel from a station wagon kit is fairly simple and should take only a few nights work. The kit used here was AMT's '60 Chevy wagon, although any station wagon could be made into a panel.

Begin by cutting out the C-post. When referring to the roof support posts on an automobile, they are given letters. The front windshield starting off with "A" and the rest following in order to the back. The C-post would be the third post back from the windshield. This post is cut out on both sides of the wagon.

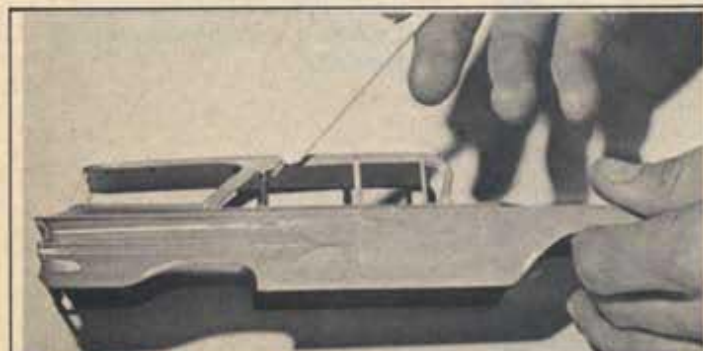
Lines for the second door are filled with putty and the door handle is filed off; sand door lines from the D-post. Perform these operations on both sides of car.

Making the panel sides comes next. Take a piece of flat scrap plastic and set it inside the body up against support posts B and D. Mark scrap plastic for

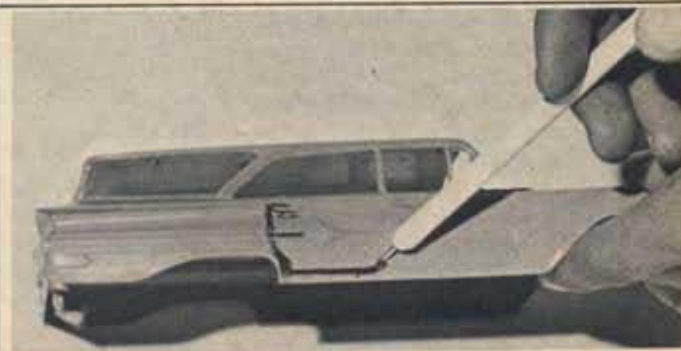
cutting by tracing a pattern inside of posts B and D. Cut the scrap plastic on the outside edge of traced lines; check for fit. If piece fits alright, glue into place. This operation is done on opposite side also. When the glued piece has dried, putty area, and work to a flawless finish.

Back section of paneling is next to be made. Put the window plastic in place in the body. Trace around the inside of back window area. Trace windows on both sides of wagon. Remove glass from wagon and cut out tailgate window; put aside for the present. Then cut around lines traced on window glass; cut a little larger than marked. This will insure a good fit. Trial fit piece into place; trim the edges if necessary. Putty in the cracks or other flaws, and sand to a flawless finish. Primer and prepare for paint.

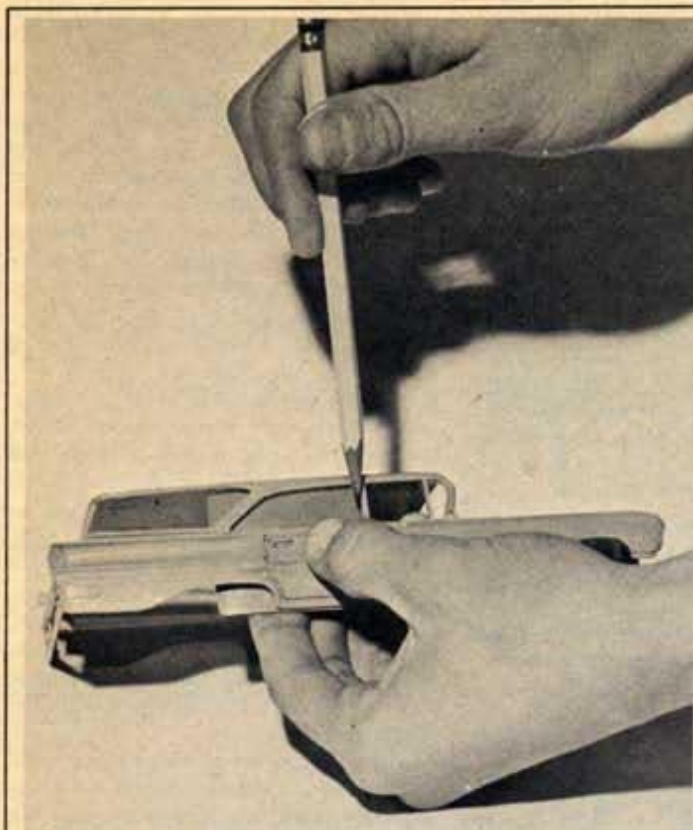
After the paint job, glue in tailgate window and front windshield. Assemble car according to plans in wagon kit. You can also go ultra custom, with some original body work. But even here, you've got a hauler with a difference.



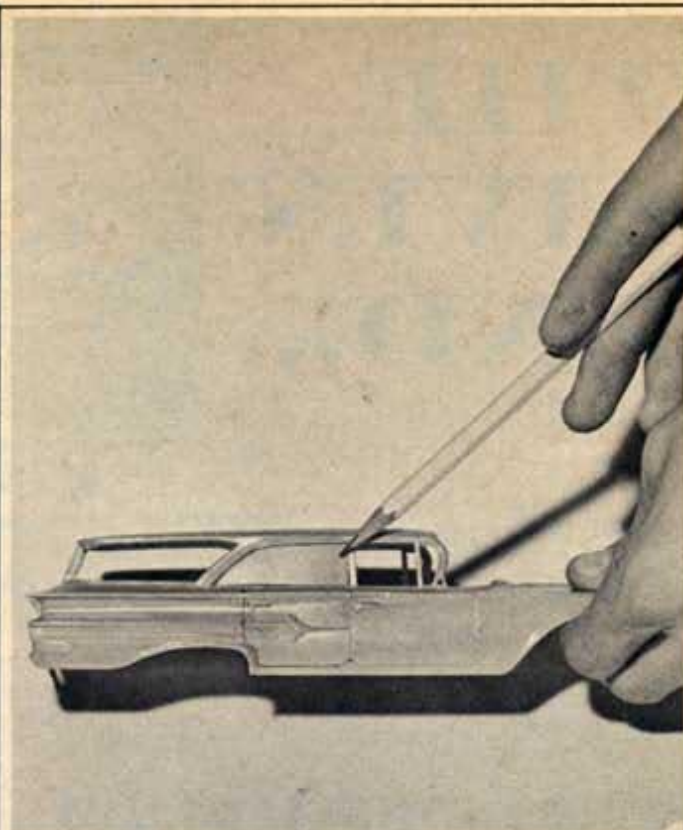
To begin the reworking, cut away the "C-posts" on the stock wagon. For body strength, leave the rest of the window area stock.



You'll have to clean up the sides. First cut away the door handles on the rear door. Sand flush. Then fill the door lines with putty.



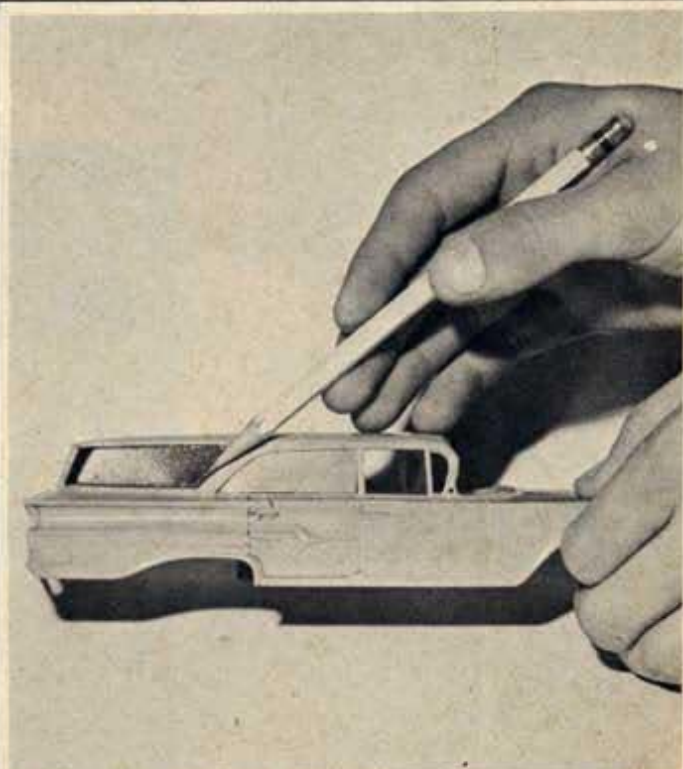
Fill in the window area with scrap plastic or plastic sheeting. First hold it in place and mark off the pattern to be cut.



After cutting the plastic to fit, cement in place. Then fill with putty and sand until it blends with the body contour.



If you'd like a custom hauler that's a bit different, tint the rear window glass with household dye. Or just repeat the filling in process with some plastic cut to fit.



If you don't go for the tinted rear window, use that piece to trace out a pattern on some plastic sheeting. Cut and cement in place. Then pile on the putty . . . sand smooth and paint.

THE LIVIN' END...

A for-real
working spoiler flap!
And the new Classic
STINGER'S got it.



The Classic Stinger brings action to model car racing with a "first": a fully operating air brake-spoiler.

LITERALLY!

MOST SERIOUS MODEL ROAD RACERS spend a good many hours worrying about how to go faster. Then once they've mastered that problem, suddenly up roars the hang up . . . how do you stop the scale terror before everything crashes and goes boom! Both dynamic and power brakes have helped to get a

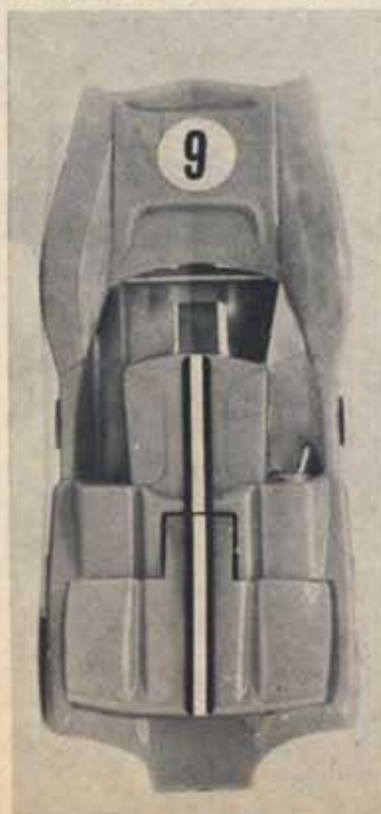
car thru the tight traffic, with a low lap time. But with the use of ever faster motors and stickier tires, there's still the need for more stop power. And the new Spoiler-Air Brake on Classic's STINGER may be just the answer to even better braking.

The Classic spoiler is operated auto-

matically each time the car slows for a corner, and the "dynamic" brakes take effect. The sidewinder motor (Classic's CM 360-"big can") is mounted in a separate, hinged, bracket that pivots around the rear axle bearings. This bracket rests on the chassis *until* the dynamic brakes are applied, then, since the motor *case* is trying to *stop* the motor shaft (and the armature) from turning, the "braking torque" of the motor tries to turn it over in the chassis.

The motor is held in the pivoted bracket, so, the "braking torque" lifts the motor and bracket about a quarter inch. The pivoted motor bracket allows the gears to keep in perfect mesh, and keeps all four wheels on the track while the motor pivots up. A small linkage, to the spoiler flap on the top of the body, transfers the lifting of the motor to the spoiler to pivot it up into "brake" position. It all sounds very complicated, but, in truth it is a very simple mechanical linkage that should give years of trouble free service with only a little oil on the hinges now and then.

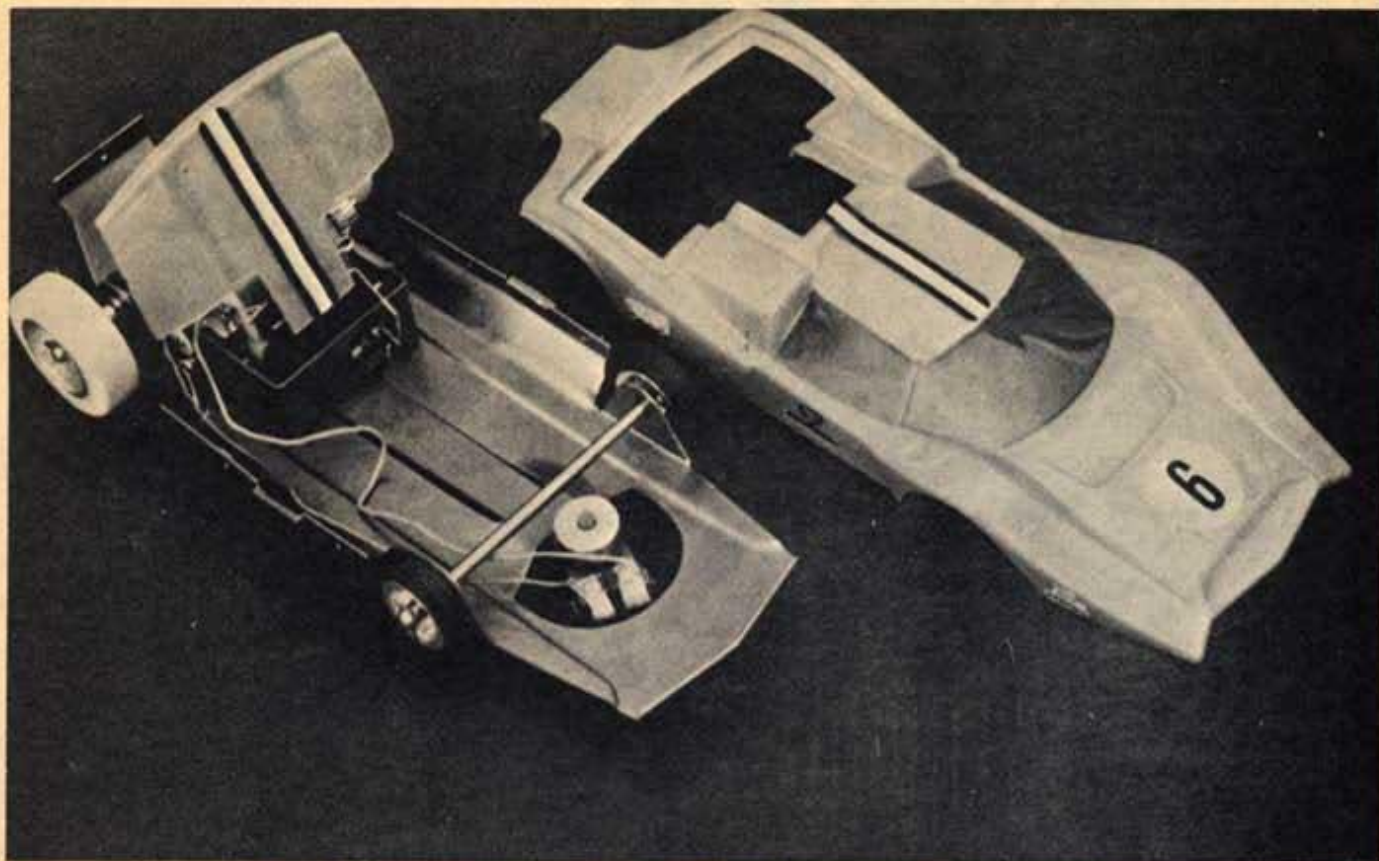
The actual effect of the working spoiler is hard to judge, since it works in conjunction with the dynamic brakes, the car is going to slow down whether the spoiler is there or not. It is a sight to behold, however, to see a part of the car fly up every time the car slows for a corner, and to see the part, which you can now tell is a working spoiler, sink back into the body as the car races on around the corner. It works *every* time, and it certainly makes a race more interesting to watch.



The sleek, super-streamlined body on the Classic Stinger is a custom styled GT coupe available only on this car. It's ultra-low.

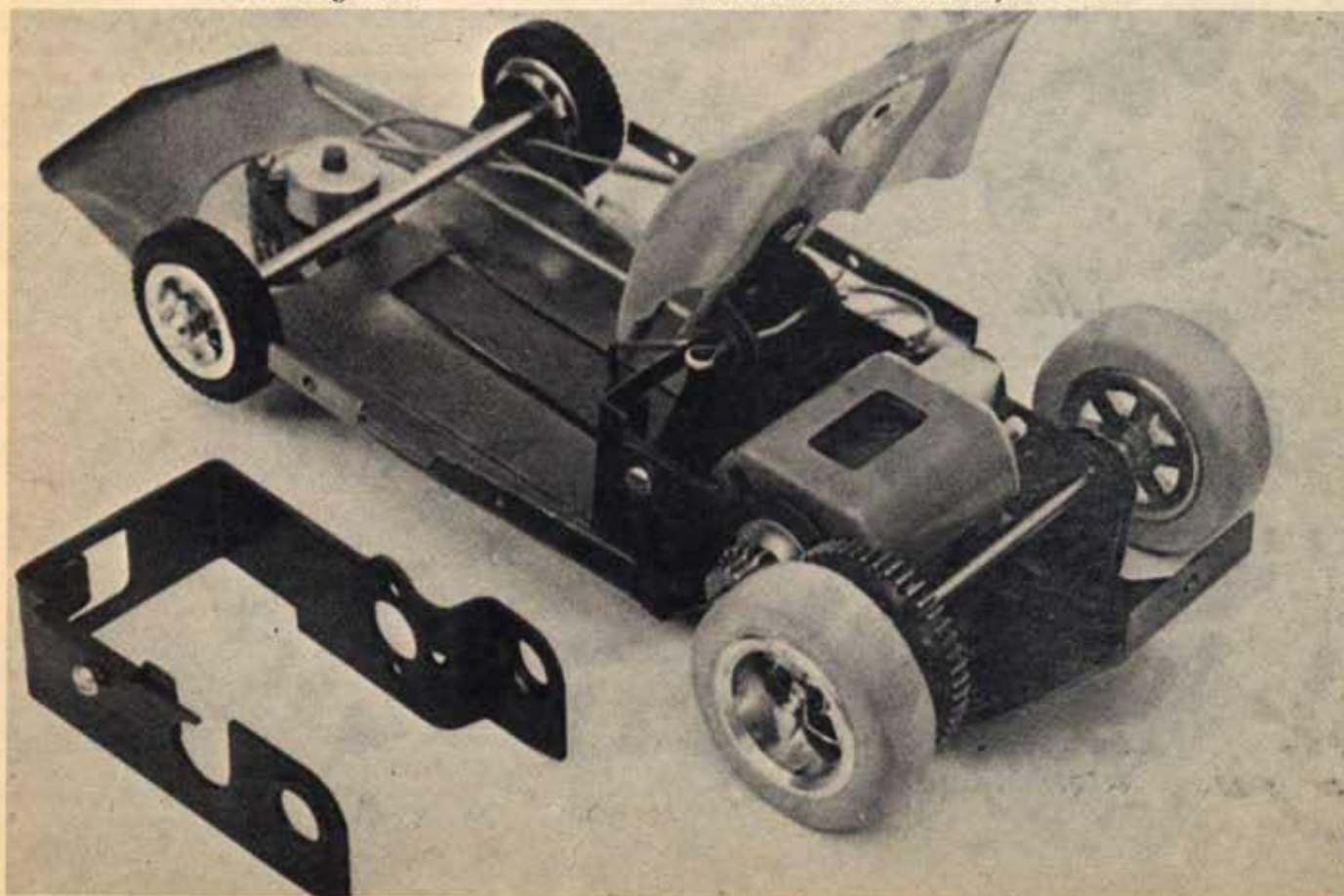


The rear quarter of the Stinger body lifts automatically, each time the dynamic brakes are in effect, to provide extra braking by increasing the wind resistance.



To gain access to the chassis, the body need only be pulled outward slightly, with your finger, to lift it over the side mounting tabs.

The motor in the Stinger is the popular "big can" Mabuchi 36D. This bracket is included with each car to use the very latest "medium can" Mabuchi, the 26D.



VIBRATIONLESS BODY MOUNTING

Or how to
get the
bounce
out of your
slot bomb!

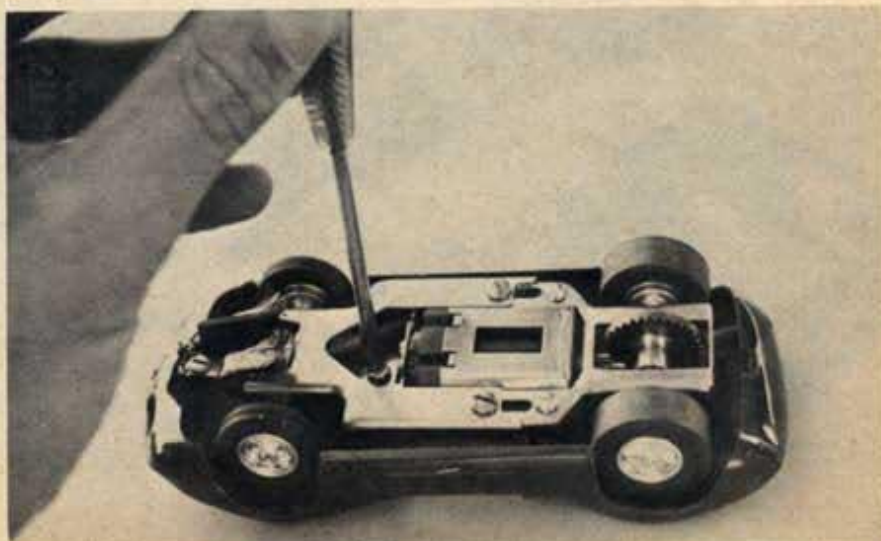


After you measure the thickness of the grommet, cut that much off each body mounting post.



Install the screw insert. Place a bit of loctite on the end threads of the mounting screws. Place the frame against the body mounts, with the grommet sandwiched between.

Run the screw down until the grommet is just barely depressed, then stop. The loctite will keep the screw from turning out. The chassis is now isolated from the body!



IT'S NO SECRET BY THIS TIME, that you can turn a faster lap in a car that has the body loosely mounted to the chassis, rather than bolted up tight. Vibrations from the rotating gears, wheels, etc., are transmitted through the frame and into the body, and are magnified in the process. By isolating the body to a certain degree, this process is held to a minimum. Injection moulded bodies are the worst offenders. Here's a way to stop a lot of this adverse vibration.

Go to an electronics store, or hardware store, and purchase the softest rubber grommet they have. When you get them home, measure the thickness, and cut that much off the body mounting posts on the body you intend to use. Do this *before* the screw insert has been pushed into the mounting post. After the post has been cut down, install the screw insert. Now simply place the rubber grommet between the insert and the frame, and you're almost finished.

Before you slip the body mounting screw in place, dab a bit of Loctite on the end threads. Now run the screw in place, and just barely snug it up against the rubber grommet. The body should have a very slight wobble, in fact, hardly noticeable. The grommets should be "squashed" only slightly. The end result of this hocus-pocus is a body that is separated from the frame by a thirsty (for vibrations) insulator — that inexpensive little rubber grommet. The loctite keeps the screw from working out, even though it hasn't been tightened completely. A perfect body mounting method for injection bodies.

GOES '67

TEAM RUSSKIT

PREVIEWING THE NEW
SPEED MACHINERY
FAVORED BY THE
WINNINGEST FACTORY
TEAM ON THE RACING SCENE.

The new 1967 line of Russkit scale competition machines will include four new cars, two new racing motors, new chassis and bodies for custom and scratch fans. Plus, there's more of the good stuff, cars, bodies, chassis, and accessories introduced last year.

Outstanding in the new Russkit line is the All American Eagle F1 kit, with an all-new in-line chassis, a hot new entry with exclusive Dan Gurney authorization. Also new are the Carrera sidewinder kits, Chaparral 2D and McLaren Mark II. In the ready-to-run category, Russkit has gone "thingie" with the Hustler, featuring a sidewinder chassis and competition motor, which comes fully assembled and ready to go for only \$7.95.

In addition to the "23" high-rev, low-profile motor, Russkit offers in 1967 an all-American-made "25" motor with top rpm and a "26" motor for the big cars. Russkit controllers include the "trigger-finger-design" 810 and 811 controllers, plus a new 810 controller package in kit form priced at only \$2.75, the lowest price yet for a Russkit controller.

Other featured items in the 1967 Russkit line include the always popular decals, guides, brackets for scratch building, and the famous, patented Adjust-O-Jig.



The Russkit Chaparral 2D is a high-performing machine, with functional spoiler. Highly detailed body is mounted on the Carrera Series sidewinder chassis with low C.G. bellypan.

► *The pride of the new Russkit lineup is their detail-stacked All American Eagle F1.; the only version of Dan Gurney's Bird that's won his full approval. Features an all new, in-line chassis.*



► *For the buy-and-race crowd, here's the Hustler, a clean-lined and fast RTR, running on the Carrera sidewinder chassis. Priced low . . . \$7.95 . . . for the budget Thumbs.*



► *Hanging on to the lead is the Russkit McLaren Mark II, complete with spoiler, on the Carrera chassis with bellypan. Features their hottest motor.*

From shelf to slot . . . in style with Monogram's sharp Chaparral!

BUILD 'N RACE THE

"SCRAPPY CHAPPY"
By Raymond Hoy



There are many gorgeous shelf models that can be converted to slot racing. One of the best is Monogram's latest static kit, the magnificent Chaparral prototype coupe. This gem first saw the heat of battle at Daytona.

The real "road runner" featured a fiberglass chassis and body, movable spoiler, and a top-secret automatic trans-axle. A 327 cube V-8 by Chevrolet, put out 440 BHP, and urged this American threat along at 170 mph and better.

The latest Chappy coupes can thank much of their superior road holding to this early Texas bird. Monogram has done an excellent job of reproducing the prototype. It makes up into a marvelous shelf model, but frankly, I found it irresistible as the basis for a slot car. Thanks to Monogram's foresight, the job was completely painless!

The basis of the conversion, of course, is the static kit itself, kit number PC 142, selling for \$1.50. The instruction sheet is first rate, and it's a straight-forward job of building the coupe.

Naturally all parting lines should be scraped from the shell with the "flat" edge of a hobby knife. This shell is moulded in one piece, so you won't even have to glue separate body panels together and go to the troublesome job of

puttying, etc. Give the entire shell a thorough sanding with #400 wet-or-dry sandpaper, under running water. When you're satisfied that it is perfect, wash it down and scrub with kitchen cleanser, then wash again in warm water and air dry. Shake excess water from it by whipping it through the air.

The cockpit area should be painted at the same time that the body shell is. Ditto for the spoiler (don't mount it until the very last) and instrument panel. Note — at this point, nothing is glued together.

Lay the separate pieces on a clean sheet of paper and spray them with #26R Testor white gloss enamel, after thoroughly warming the can in warm water and shaking vigorously, to mix the paint in the can thoroughly.

While the bits and pieces are set aside to dry, mount the shell on a coat hanger and spray white. Begin all "passes" about 3" in front of the shell, and lay paint on in medium-speed passes, from left to right, and *past* the shell about 3". Then start back across the body, only this

time a little lower on the shell. The first coat should merely be "misted" on. Let it dry for 15 minutes or so, then get down to some serious painting. Spray a light coat on next, covering everything, but just barely! Don't make the mistake of putting gobs of paint on. All you'll succeed in doing is hiding those beautiful body details that Monogram went to such great lengths to put there!

The final coat should completely cover. Let the paint dry for about an hour or so between coats, and the final coat

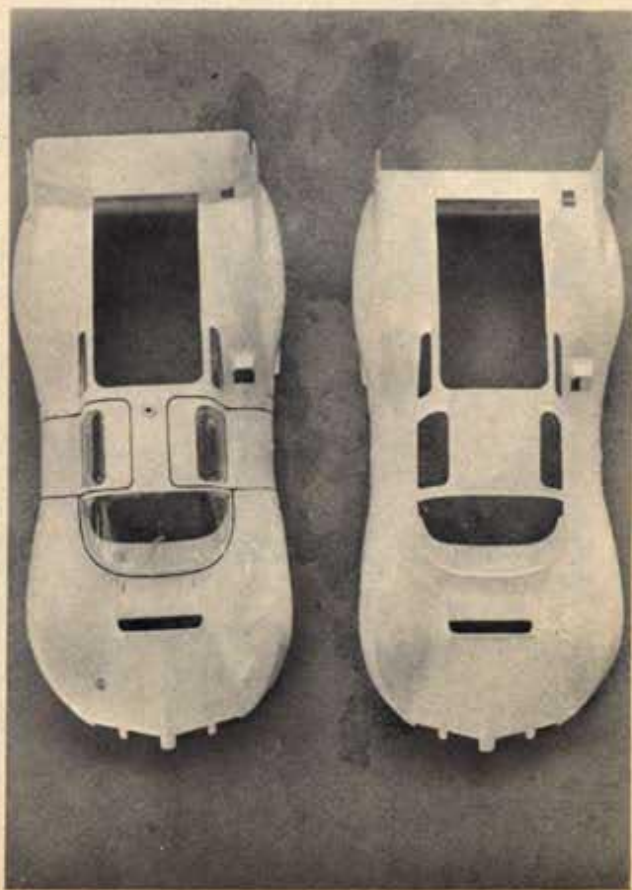
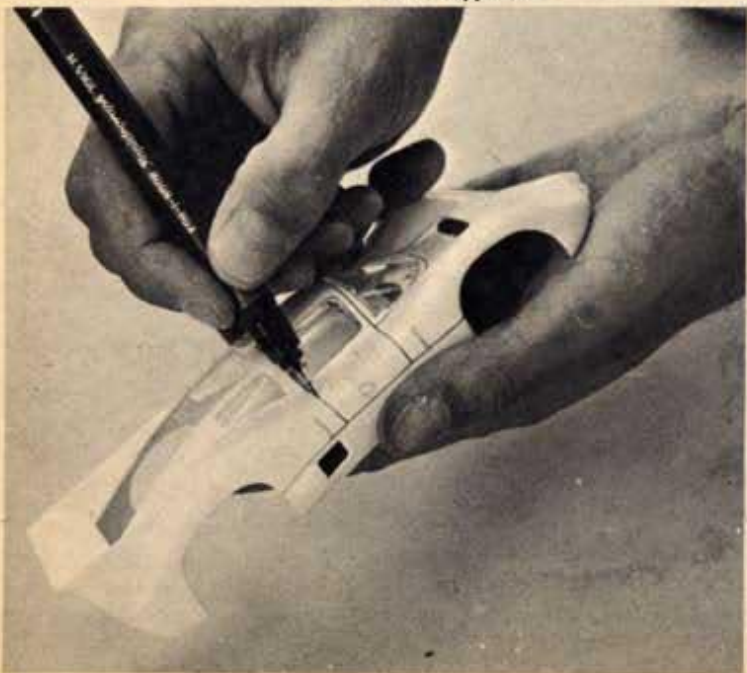


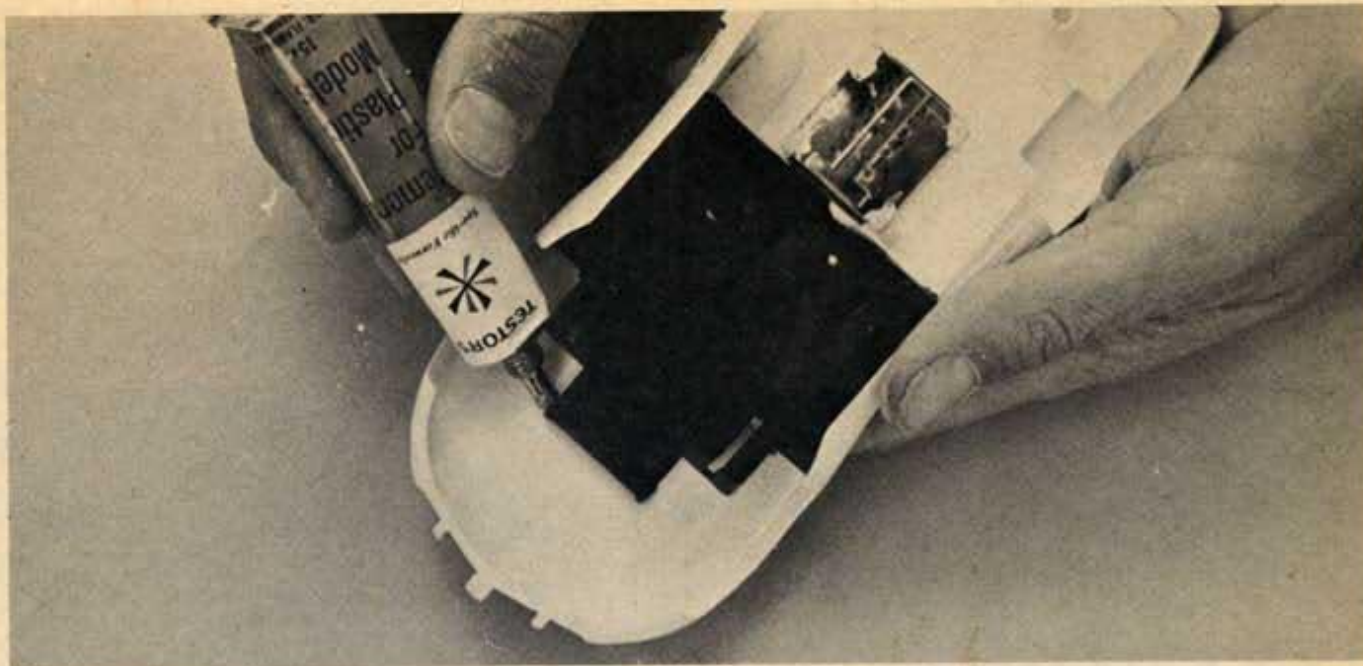
The cockpit is two-toned. Always spray lightest color first. Spray entire cockpit white. When dry, mask off the white, and spray the interior flat black.



When the paint has thoroughly dried, remove the masking paper (Scotch tape and wax paper) and detail the driver, and install in place. Finish the instrument panel and access plates.

Use black India ink and a fine-pointed pen. Flow ink into all door lines. Any excess will come off easily with a slightly damp rag. Look at this before and after shot. Don't you think it's worth the effort?





Glue the cockpit in place. Now you can rub out the paint job with paste wax and a soft cloth. Very gently, or you'll go right on through! All you want to do is clean the surface.



Assemble all of the parts shown in the parts list. The chassis goes together easily. Install the decals on the body after the excess material is trimmed away.

at least three days before you handle it. Note that we did not need putty, so primer was not necessary either.

Draw in the body lines with India ink. Don't worry about excess ink gathering on the body work. It will wipe right away with a damp rag, and the ink down in the door lines will remain there. Looks sharp!

Detail the bits and pieces with a #00 or #000 fine pointed sable brush and bottle paint. After all paint is dry, *very gently*, apply wax with a soft cloth. This should merely be used to "tone" the surface, since enamel is difficult to rub out, unlike lacquer. The wax will remove any traces of overspray that you don't want, and clean up painted "recessed" areas that you did with a brush.

After you paint and install the driver, glue the interior in place, but only after the windshield and side windows have been installed.

Apply the decals, after trimming the excess clear material away from the edges. Blot out any air bubbles with a soft cloth.

To convert this car to slot, buy Monogram's SR 1660 sidewinder frame, and use their Tiger X-220S 8 volt big Mabuchi (SR 1406). From there on you're on your own. Cox Chaparral wheels look great.

Once the car is actually running you can go wild. If you want a little more urge, use Monogram's 3, 4.5, or 6 volt armatures.

That's the story guys. The finished car is a beauty, and there are no other versions running around, at least in injection moulded plastic. It's a smooth running car too, although not exactly a lightweight. If you are more interested in a hot, scale car, this is your cup of tea!



Mount the body and you're all set to go racing! Isn't that a sharp looking machine! And you won't see a hundred others running around either! Get to it!



PAINTING GUIDE

The instruction sheet with the kit gives the full painting pattern to follow. Testor paint was used, in the following shades: All black used was flat black, number 49. All silver, number 46, red, number 3, flesh, number 16, brown, number 40, blue, number 11, and the driver was given a coat of Dullcoat after painting, and before installing in the cockpit.

PARTS LIST

1 Chaparral static model, part PC 142, by Monogram	\$ 1.50
1 Monogram sidwinder frame, part SR 1660	2.00
1 Monogram Tiger X-220S big Mabuchi, part SR 1406*	4.00
1 Monogram pick-up set, part SR 1301*	.50
1 Monogram pick-up brush set (4 in the set), part SR 1303*	.30
1 Set Monogram axles, 2-5/8" long, part SR 1201*	.40
1 set Monogram wheel spacers, part SR 1205*	.30
1 set Monogram Oilite bearings, part SR 1204*	.50
1 set Monogram screw insert set, part SR 1802*	.40
1 pr. Cox front Chaparral wheels, (Tapped) part 14032 (standard) or 14033 (narrow)	1.00
1 pr. Cox rear Chaparral wheels, (tapped) part 14014	1.00
1 pr. Cox front tires (Firestone) 9.20 x 15, part 14010	.60
1 pr. Cox rear tires (Firestone) 12.00 x 15, part 14011	.60
1 Cox spur gear, 48 Tooth, part 4340*	.50
Total	\$13.60

(* — these items may be replaced with similar items of your choice.)

THE OUT-A-SIGHT MACHINE

FOR THE
WILDEST
OF THE
WEIRD RODS,
TRY THE ZZR!

By Marshall Nealand

IT WAS A LONG TIME IN THE COMING, but the ZZR is here . . . in scale from AMT! Like maybe you saw the teen age spy spoof-type flick, called "Out of Sight." The true hero of the show had to be the super agent rod, built by none other than Boss Barris. It's a takeoff, obviously, on the hairy James Bond machine, with all its "anti-baddie" devices. Like the wheels for the 007, the ZZR has some nasty zappers, including a flame thrower and a thing (?) that flings a wad of tar-n-feathers.

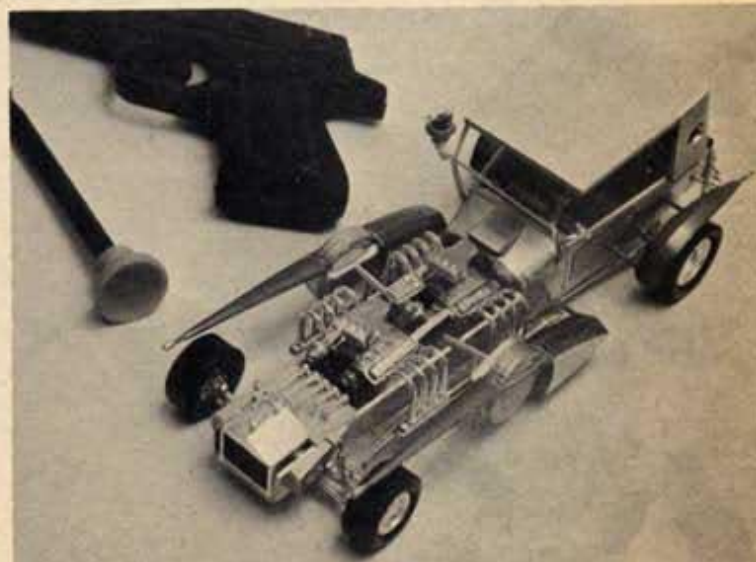
The rod, itself, is based on a stretched '27 Touring "T," fitted with two (!) '66 Buick 340 CID mills. For skins, it uses Firestones and Mickey Thompsons, riding on scale Rader 15 inchers (rear) and 12 inchers (front). It's even got the flower pot (with flower) on the windshield frame. All the detail weird stuff comes with the 1/25 scale kit. Plus stuff like full-scooped front and rear suspension, "caterpillar" exhaust headers, complete arsenal trunk, air horns . . . and the paint and brush to wrap it all up. So, if you dig the unusual, get the ZZR . . . and if you get it, believe me, you've really got it!



It was a long time in the making, but the Top Goolie is here . . . the ultimate secret agent rod, built by Boss Barris, himself. And it's got all of the weird stuff seen on the big size baddie chaser.



If you've got a brain that can take the strain, you might try going custom (huh?) with the AMT kit. But if you like your rods just plain wild, just keep it stock.



My spy can beat your spy! Build your own ZZR, and you'll discover a fun world full of strange things . . . like being taken away by nice men in little white coats.

HOW TO **FILL A CAVITY**... On a tuff kustom, that is! Try some easy-to-use grille screening.

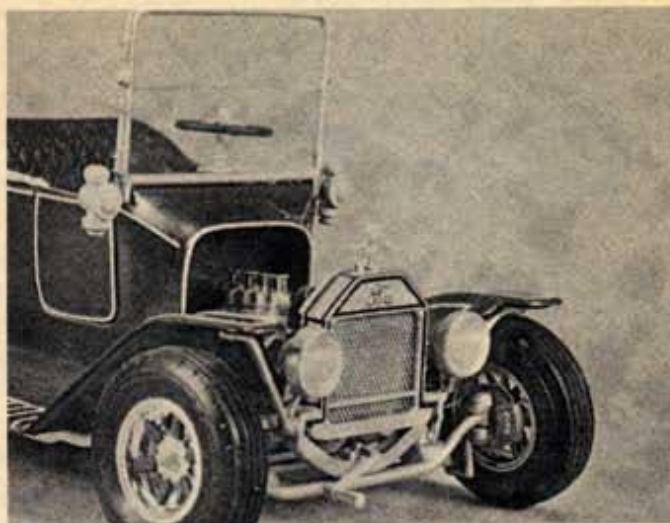
□ □ □ □ Photos by Bob Kovacs

Does this sound familiar? You're building a super-sano Kustom Kreation, and upon approaching the grill an ugly blob of plastic greets you. Now you have a choice of leaving the original grill piece there or removing it, which leaves a large gaping hole. Fear not fellow modeler! Du-Bro and Kemtron have saved you from this predicament with their ready-made grill screens.

Installing the grill material is so easy you can get your baby sister to do it for you. Measure the grill opening, and cut the screen to fit. Use scissors or an old X-acto blade, as the screen will not exactly make your new blade sharper. Glue the screen carefully to the grill shell or opening to prevent the glue from dripping and dulling the metal plating.

The imaginative modeler can find assorted uses for this material on other locations of the model besides the grill. It can be used to fill the vent holes and other openings found on most slot-racing bodies, and for carburetor air screens.

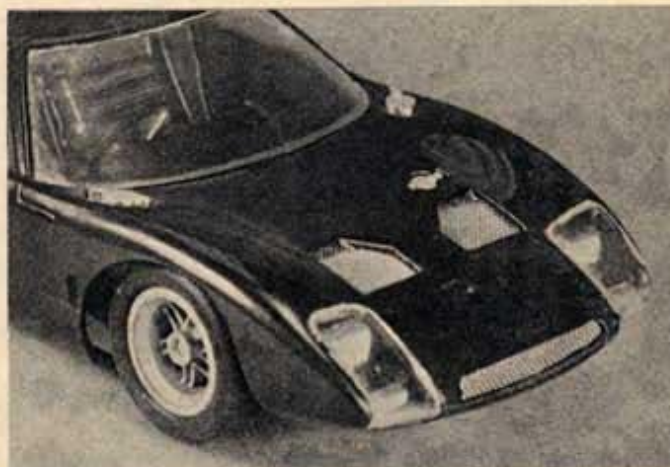
Try using Du-Bro or Kemtron grill screens on your next project; it deserves this added touch of detail. next project; it deserves this added touch of detail:



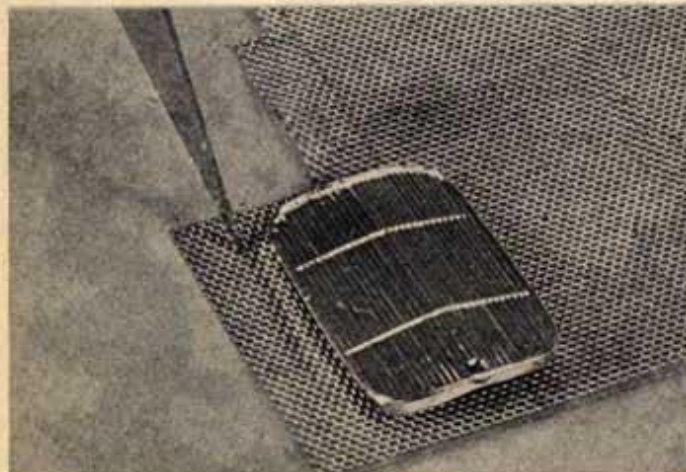
This already beautiful "T" is made even more so by the addition of a detailed grill screen.



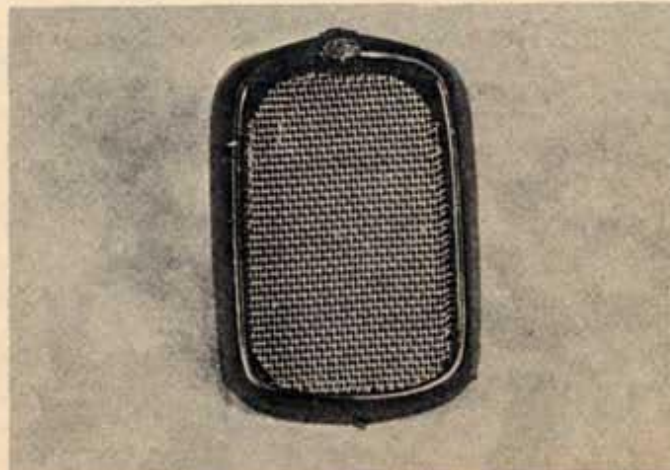
The Cobra grill is duplicated exactly in this model. Notice the realism added by the grill.



This replica of a Ford GT-40 has screen added to the radiator air outlets for added detail.



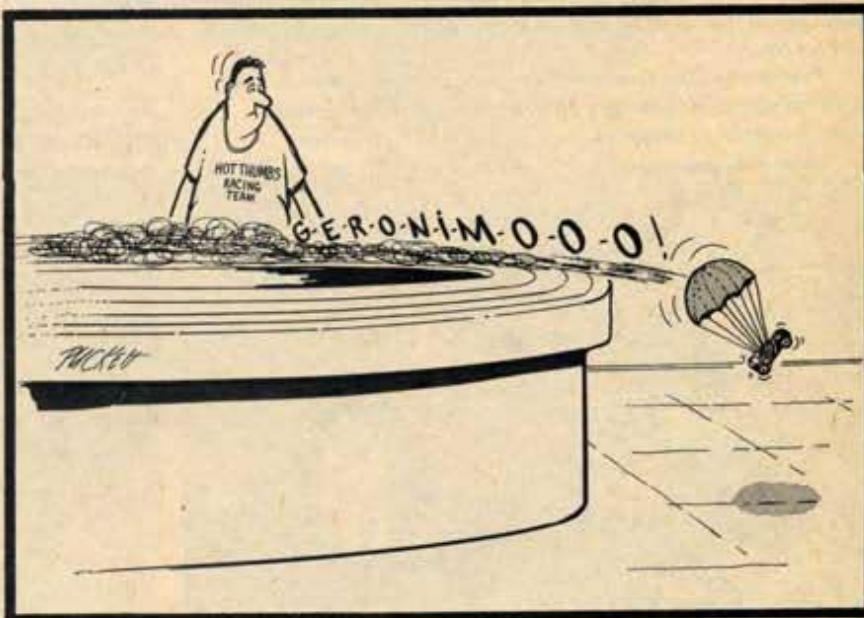
Use the original grill as a pattern for cutting the screen. Trim the edges for a neat appearance.



Screen must be glued carefully to the radiator shell to avoid dulling the metal plating.

OUT OF CONTROL

AN INSIDE LOOK
AT THE WACKY WORLD OF SCALE.



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Fourth Prize \$100.00

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Aj's Championship Jacket

10—Sixth Prizes

Aj's Slot Car Carrying Case

5—Seventh Prizes

Aj's Power Tool Kit

10—Eighth Prizes

Hot Ready to run 1/24 Scale Car

10—Ninth Prizes

Hot Ready to run 1/32 Scale Car

15—Tenth Prizes

Hot Ready to run H.O. Scale Cars

In addition to these big prizes, everyone who enters this contest will receive a free copy of Aj's new booklet "In The Winner's Circle". Enter now! You may be a winner.

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BLANK**

to enter

Just write, in 100 words or less,

"Why I Like Aj's Tires Best"

Rules: Entry blanks must be secured from slot racing centers and accompanied by stamped, self addressed envelope if entrant desires list of winners at close of contest. Foreign entries are acceptable if written in English or accompanied by a certified translation. All entries must be accompanied by proof of purchase (tear off card) or reasonable facsimile and multiple entries may be submitted if accompanied by proof of purchase for each entry. All entrants will receive copy of booklet "In The Winner's Circle." All entries become the property of Aj's National Raceways and must be submitted by February 28th, 1967. Open to all but employees of Aj's National Raceways and its advertising agency. Contest to be judged by competent experts of 3 leading magazines devoted to slot racing.

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ZZR

THE FUNNIEST
FUNNY CAR EVER!



Built by George Barris and featured in the movie "Out of Sight", the ZZR boasts two 1966 Buick engines (would you believe 800 h.p.?), twin flame throwers, "sleeping gas" flower pot, tar and feather ejector, and more!



THE FIREBALL 500—Featured in Frankie Avalon's movie of the same name, this experimental Plymouth Barracuda is another winner from Barris Kustom City. AMT's 1/25th scale Fireball 500 comes complete with its own trailer. Super-detailing includes Cibie headlights, Rader mag wheels, Chrysler hemi engine, twin streamlined headrests, and custom grille.

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